



# Hongkong Daily Press

ESTABLISHED 1857

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## TIME TABLE

WEEK DAYS.			
7.00 a.m.	7.10 a.m.		
7.30 a.m.	to 8.00 a.m.	Every 15 minutes	
8.00	" " 11.30	" " 10	"
11.30	" " 12.30 p.m.	" " 15	"
	12.40	Non stop	"
	12.47	Stopping	"
	12.57	Non stop	"
	1.04	Stopping	"
	1.12	Non stop	"
	1.20	Stopping	"
1.30 p.m.	" 2.30	Every 10	"
2.30	" 3.30	" 15	"
3.30	" 7.10	" 10	"



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## OUR LONDON LETTER.

THE PRINCE OF WALES IN THE HUNTING FIELD.

CHANCELLOR AND PROPOSED TAX ON BETTING.

(FROM OUR OWN CORRESPONDENT.)

LONDON, March 29th.

THE PRINCE IN THE HUNTING FIELD.

The continued mishaps to the Prince of Wales in the hunting field are the subject of a good deal of comment in the Clubs and elsewhere. This season he has had a number of nasty spills, and has sustained injuries more or less serious. His love of the chase amounts to veritable passion; and he is also keen on winning point-to-point races.

This week, while riding a horse belonging to his brother Prince Henry at the Army Point-to-Point races at Arburyfield, Berkshire, he was leading in the race for the Earl of Grafton's Cup when his horse failed at a stiff water jump. The Prince was hurled into the boughs of a willow tree, while his mount plunged into the river. In an instant the Prince leaped into the water after the horse, which he reached and held up till both were rescued. Fortunately, His Royal Highness was only slightly bruised as a result of his fall. The following day he was again in the saddle at the Melton Hunt Steeplechases and rode in two events—in one of them on Kinglake, the famous Australian horse presented to him by Australians.

It is being said by hunting men and in Society that the mishaps in which the Prince is so frequently involved, especially at point-to-point races, ought to be considered by the advisers of the Royal sportsman. The Prince is absolutely fearless, and his countrymen have unbounded admiration for his personal courage. But the fact remains that a special responsibility attaches to his position, and it is said that before the Autumn it would be well if the Prince can be persuaded to confine himself to hunting and leave the jumps to other people. Whether he will consent to anything of the kind is, however, another matter. He always aims to be in the first flight of horsemen across country.

THE QUEEN OF TRAGEDY.

The death of Madame Bernhardt, "the world's greatest tragedienne," has called forth remarkable tributes in the whole of the British Press. Many Royalties have passed away without evoking half as many appreciative references. It is due in no small measure to the fact that the great actress loved English audiences. They on their part adored her. When she first came over to London in the late seventies London set the seal upon her reputation when in her own country her genius was still disputed. The late King Edward was among her most sincere admirers. In her younger days she was a little difficult socially, because she had the habit of forgetting the day and hour of an engagement, and used to write after the event was over apologising for not turning up. This naturally upset arrangements. But she corrected this fault, and for many years was most particular to observe the social laws in such matters.

The Divine Sarah had many legends, whims and fancies. Everyone knows that she always carried in her luggage a rose-wood coffin, and in this she would sleep her last sleep. It has accompanied her on her journeyings for nearly forty years. She had a bizarre love for animals as pets, and some of them caused alarm among her friends. The guest who discovered her cheetah under the sofa was apt to display a quite natural but diverting excitement. In her younger days Madame Bernhardt was so slight and physically frail that many jokes were current about it. "One well-known theatrical critic, in a burst of hyperbole, declared one day that an empty carriage drove up to the Theatre Francaise and Sarah Bernhardt emerged from it."

THEATRIC CONGESTION.

The difficulties brought about by the increase of traffic in the London streets have become glaring, and are the subject of discussion in the newspapers. But while it is comparatively easy to recognise the inconvenience it is another matter to suggest a practicable remedy. Only Londoners who have to get about town, in the course of business have any adequate conception of what the concomitant congestion means as soon as a main thoroughfare is temporarily closed for repair. Just now a considerable stretch of Holborn is "up," and vehicles are diverted to other routes. As a consequence, omnibuses from the City have to lengthen their journey, and the addition of this stream to the regular traffic of other arterial roads produces a congestion that delays—and often exasperates—the business community.

Shopkeepers in the area where the road is under renewal are furious at the loss of business that inevitably results. It will be many months before the street is again in Holborn. This means that the public go to other shopping districts, and in some instances, at least, it is fair to assume that they will never return to their old haunts in search of bargains. To this extent the diversion of traffic means the permanent diversion of business. It is an illustration of the extraordinarily complex relationship of commercial life.

LABOUR PARTY AND SOCIALISM. I hear it said that it was particularly clever on the part of Mr. Bonar Law to agree to give a whole day after Easter to the Labour Party for a debate on Socialism. It was, of course, quite impossible to cover the ground last week when Mr. Philip Snowden opened a general attack on Capitalism as an effete and useless system; the fringe of the arguments for and against the present constitution of Society was scarcely touched. Mr. Snowden was clever, as might be expected from him as one of the "intellectuals" of the Party, and he showed skill in marshalling his arguments. But at the best his speech was thin and begged the question, and Sir Alfred Mond very effectively knocked the bottom out of the fine theories of Socialism.

One might have expected the Fabian leaders of the Labour Party would have been present in force when Mr. Snowden took the floor. They are the people who are credited with formulating the political programme of the Party and keeping the Members posted with points and arguments to hurl all and sundry who differ from them. It is significant, however, that the Fabians were away on a visit to France at the time of the debate. But they can scarcely invent an excuse for absence when the subject of Socialism is again before the House. They will have to declare themselves. The Government have therefore cleverly manoeuvred them into showing their hands.

The Labour Party, as I have remarked in the course of previous articles, have been careful not to declare themselves for Socialism as a Party. There are members in the ranks and among the leaders who are Socialists and glory in it; but others refuse to commit themselves. Then there are, in addition, the Communists and Syndicalists. As the Labour Party will have to form a Government one of these days it is important to know how deeply they are committed to Socialism, or whether in fact it is not mostly talk-talk.

THE MOVABLE FEAST.

It took many years before the country was converted to daylight-saving by the simple process of altering the clock on given dates. There has been no greater boon to the workers in town and country as a whole in such the same way it means time and patience to convert the people to agree to make Easter a fixed festival. It is absurd and exceedingly inconvenient to have Easter so variable that it may fall on some date ranging from March 25th to April 22nd. There is not even an astronomical, much less a religious, basis for the present arrangement, for the "full moon" on which the date of Easter depends is not a real full moon at all but an ecclesiastical convention.

The Archbishop of Canterbury is openly in favour of making Easter a fixed landmark in the calendar; the Pope raises no objection. There is a decided movement to settle the matter in accordance with reason and common-sense, and the reform has been long overdue.

PURGE OPINION.

There has seldom been a more impressive illustration of the power of public opinion than the prompt change of front of the Government over a proposal to charge for admission to the British Museum. The proposal was contained in an obscure clause of the Fees Increases Bill, the idea being that public institutions ought to be made self-supporting as far as possible. But this is economy run mad, and in the case of the British Museum the amount involved was only £6,000 a year. As soon as the fact became known there was an outcry in the Press. Arrangements were made for a debate in the House of Commons when the Bill came on, but the Government did not wait for the storm to burst. Instead, the Chancellor of the Exchequer quietly announced that a decision had been arrived at to abandon the obnoxious proposal.

The Government were certainly wise to relinquish the project. The notion of making charges of admission to our superb national treasure-houses was intensely distasteful to that section of the public which takes an interest in such matters. In recent years there has been a gradual effort on the part of officialdom to oust the public from the free and unfettered enjoyment of great pictures and other objects of rare beauty and value. Thus the National Picture Gallery is only free on two days in the week, and if the Bill above referred to had slipped through Parliament unchallenged free admission would have been stopped altogether.

It is a curious fact that since the war broke out in 1914 and all sorts of restrictions were imposed upon the public, as war-time measures, the public have had to fight to recover lost privileges and to maintain those privileges which remain. The whole tendency of bureaucracy is to interfere with the liberty of the subject in every possible way, which is hateful and decidedly un-English.

TAX ON BETTING.

I learn that the Chancellor of the Exchequer has made up his mind to abandon the idea to impose a tax on betting, about which there has been a good deal of discussion here. Reference was made to the subject recently in the course of this correspondence. My information is that Mr. Stanley Baldwin considers that to introduce taxation on the "fines" suggested would arouse great opposition, and that in the end it is extremely doubtful whether the country would stand it. The main argument against it is that it would give legal sanction to betting. Bookmakers would have a definite legal status recognised by the Government, and would be entitled to recover betting debts in the Courts.

However much the betting fraternity may desire to submit to direct taxation—and all the better class bookmakers are strongly in favour of being taxed, as proposed—it is tolerably certain that scores of thousands of conscientious taxpayers entertain genuine scruples on the point. They have been scandalised at the mere mention of the subject. The Chancellor, therefore, has come to the view that public opinion is not ready for it. It is not practical politics, though the tax would produce over twenty millions a year.—H.B.

## MR. FORD'S "BETTER WAY."

A SOCIALIST'S CONFESSION.

Commenting in the *Sunday Chronicle* on Mr. Henry Ford's recently published book, "My Life and Work," Mr. Robert Blatchford, the well-known Socialist writer, says:—

"I am an old Socialist and spent many years in trying to find a way out of our industrial miseries. Mr. Ford has found a better way. His way is in closer touch with human nature, is more harmonious with the facts. He has found in time what I found too late, that the masses of the people, spoken of as the wage-earners, or the wage slaves, or the workers, are a fragment of the enthusiastic reformer's brain. Democracy is described as the rule of the majority. But the fact is, the majority do not want to rule. They will not take the trouble; they are incapable of the effort; they do not want to be 'bothered.' What they do want is a fairly comfortable and not too laborious living, with plenty of simple pleasure and amusement. The masses are not ambitious. They prefer to be directed and led. And Mr. Ford shows the majority of workers do not hunger for a better job with more brain work and more responsibility. They prefer a regular and tranquil life."

With regard to Mr. Ford's industrial achievements, Mr. Blatchford says:—"The State-controlled or command business could produce such results," and he adds:—"We cannot succeed in war or business by a control of committees, not even committees of Ford and Foch. The tried way is to put the one Ford or the one Foch in command."

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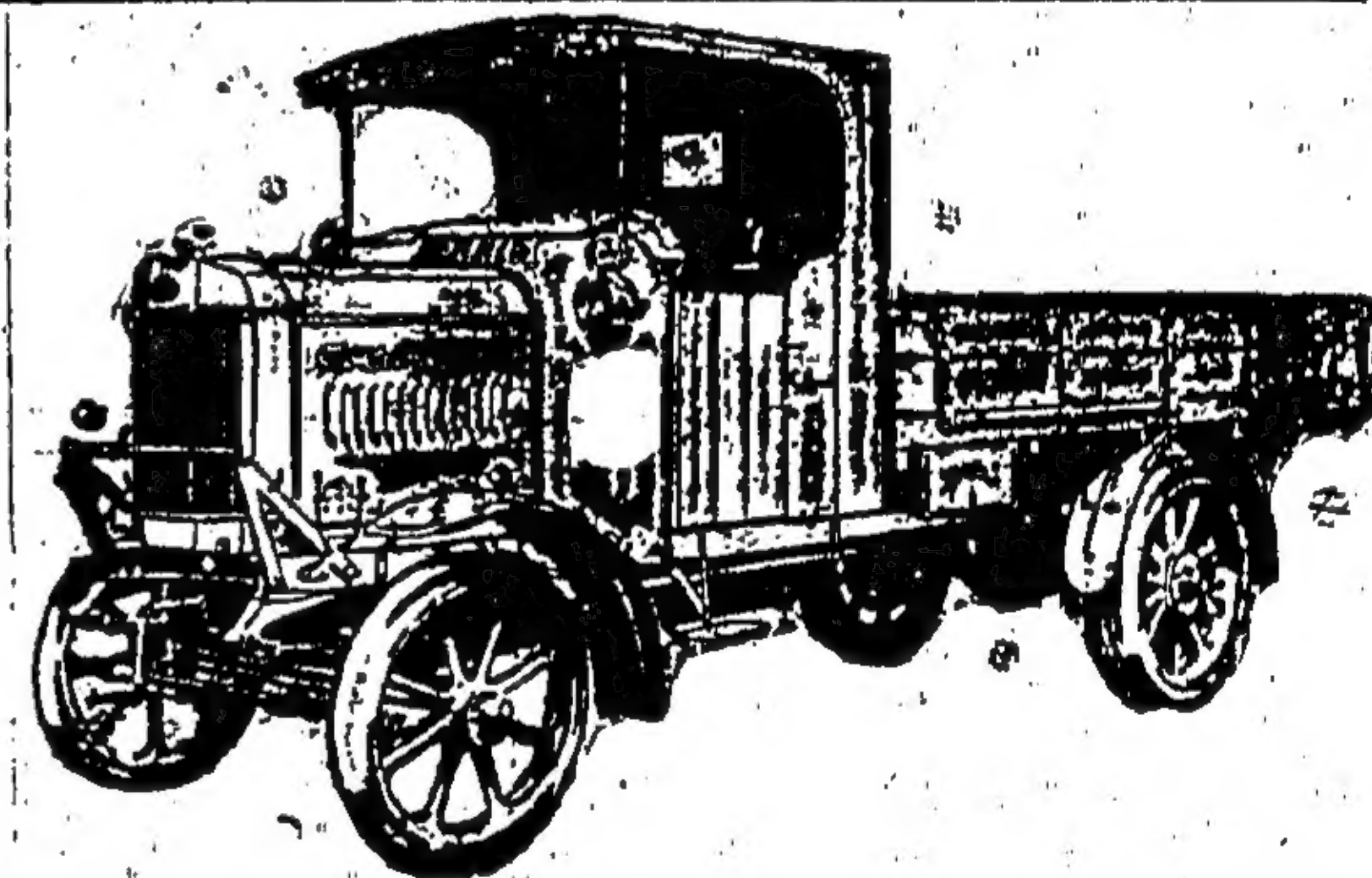
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## OPIUM IN CHINA. LARGE CULTIVATION.

In a despatch the Peking correspondent of *The Times* writes:—The recent suggestion by Sir Francis Aglen, Inspector-General Chinese Maritime Customs, that China should consider the advisability of legalising the domestic growth and traffic in opium will doubtless shock many who sympathise with the widespread endeavour to suppress the use of the drug. In view of the sacrifices made by India in connection with opium, and the fact that China has for years forbidden the growth, transportation, importation, and use of it, it is certainly startling to realise that a serious proposal has been made to adopt a policy that runs counter to the letter and spirit of an important foreign treaty and to the supposed unanimous desire of the Chinese people. The Inspector-General, however, speaks with special authority on the subject of opium, and, whether or not we like his remedy for the situation that has arisen, we are bound to consider his views in the light of the facts.

It is significant that from the moment when the importation of foreign opium had ceased China commenced to backslide. Cultivation still existed in some of the remote Provinces and was resumed furtively in several of the nearer. But the reasonable excuse was made that the Revolution had resulted in administrative weakness which, in turn, permitted abuses which could not be corrected while the country was disorganised. Civil war arose between North and South and cultivation increased in the Southern Provinces. The Peking Government continually exhorted the provincial authorities to uphold the law, without success, of course, in regions beyond its control.

GROWTH OF SMUGGLING.  
There has arisen throughout the length and breadth of China an immense business in the smuggling of opium from the producing regions to the towns and cities, either open or secret. The officials almost everywhere connive at the trade. The demand seems limitless and it is not too much to say that cultivation and consumption are growing so fast that it will not be long before the use of opium will have become as general as it was before the policy of suppression was inaugurated. Some observers are of the opinion that already that day has arrived.

Cultivation is officially promoted in the Provinces of Szechuan, Yunnan, Kwangsi, Kweichow, Fukien, and in part of Shensi, and areas, great or small, are under poppy, in the three Manchurian Provinces, in Honan, Hupei, Kansuh, Kiangsi, Shantung, and Sinkiang. As regards the Province of Fukien, a Chinese estimate of the revenue likely to be derived from opium this year is \$30,000,000, probably an exaggeration, but the mere fact that the Chinese think of the profits obtainable in such large figures is instructive. In Yunnan an official monopoly has been established, and an arrangement was made to send 120 tons of opium to Kwangtung. Of this aggregate, two consignments of one hundred loads each got through safely, but a third consignment of four hundred loads was looted by so-called rebel troops, a stratagem by which the Kwangsi provincial rulers are supposed to have escaped paying \$3,000,000.

Another deal is of a highly surprising character. It is alleged on good authority that the Yunnan Government Monopoly Bureau has arranged to send four hundred tons of opium within a period of eight months into Indo-China, in transit for Kwangtung and elsewhere in China, the opium is to cross the frontier at a point east of Mentze, thus evading the foreign-controlled Customs, and will re-enter Chinese territory somewhere on the south-west border of Kwangtung, where there is no Customs station. The first consignment, escorted by troops, is believed to have left Yunnan. Yunnan will receive about \$11,000,000 for the goods. It would be interesting to know what the Indo-China Opium Regie will receive in transit dues, and how a French Colonial Government reconciles the alleged transaction with the policy of France as expressed by her adherence to the Versailles Peace Treaty. In that document the contracting Powers agree "to prevent the export of raw opium to countries which shall have prohibited its entry."

IMMENSE PROFITS.  
These two transactions, involving the export of 520 tons, or nearly 9,000 chests, represent, of course, only a fraction of the total product of Yunnan which finds its principal outlet by the Yangtze. Down this great river passes also the surplus from Szechuan and Kweichow.

Owing to the immense quantities available, the price has fallen so low that even the coolie class can now afford to indulge to a moderate extent. Many of the old-style officials now smoke openly, and the practice, of course, is very prevalent among the troops. It is remarkable that Sir Francis Aglen's suggestion has met with almost no adverse comment in the Chinese Press, and is generally approved by the foreign newspapers. It is true that the foreign educated Chinese do not smoke opium, and are strongly opposed to its use. Nevertheless, there are many intelligent and well-informed Chinese who regard the opium habit as practically ineradicable, and who see no hope for restriction of the traffic except in some measure of official control. But the Chinese as a people are indifferent. They were aroused to some extent at the time the opium agreements were being negotiated principally because the agitation was directed against a foreign product.

It should be noted as an interesting fact an immediate result of the suppression measures which were so surprisingly successful twelve years ago was an immense expansion of the demand for morphine and kindred drugs. The illicit trade in such has grown to great dimensions and is only beginning to show signs of falling off since opium has again come freely on the market. It is also believed

that the thousands of millions of cigarettes now smoked in China are likely substantially to diminish the craving for opium. That craving, however, is in the blood of the Chinese, and they will satisfy it one way or another, whatever all the Governments in the world may do.

SIR F. AGLEN ON THE REMEDY.  
The point is whether the traffic which has arisen shall be officially controlled with the object of securing some degree of restriction. Sir Francis Aglen is clear upon the subject, and I leave him to state the case in the following short memorandum with which he has been kind enough to furnish me:—

Experience has proved conclusively that it is impossible to bring to a successful issue in China any far-reaching reform affecting public morals without the support and constant pressure of Chinese public opinion. There is no indication whatsoever of any Chinese public opinion on the subject of native opium.

With a hundred years' experience of the opium question in China behind them, the last rulers of the Manchu dynasty deliberately selected the alternative of control by science and gradual suppression in opposition to the policy of total prohibition.

I am convinced that of the two evils—the effect in individuals of the use of native opium, and the effect on public morals of the vast illicit trade in opium engendered by a prohibition which has no Chinese public support behind it—the former is incomparably less harmful. The results of a non-effective prohibition are not brought home to those foreigners who are the main supporters of anti-opium associations in China; they are hypnotised by the magic of the words opium prohibition and misled by the ease with which the prohibition, deriving its support from racial feeling, was enacted. Unless these associations can create a genuine Chinese public opinion on the subject of native opium, they are beating the air so far as the main question is concerned, and might as well close down. It is for these reasons that I am convinced that, in public interests, China will eventually be obliged to legalise the trade.

WHICH COURSE?  
In a leading article the journal states:—Sir Francis Aglen has proposed the substitution of State regulation of the growth and distribution of native opium for the system of total prohibition effected by the legislation of 1907 and the following years. In a memorandum furnished to our correspondent, Sir Francis argues that no far-reaching reform which affects public morals can be carried out in China without the steady support of Chinese opinion, and that there is no sign of any such support for the prohibition of native opium. The suppression of the growth of the poppy in China was the condition precedent to our suppression of the Indian export trade in opium, long a mainstay of Indian finance. But from the moment when we had done our part they began again to grow the poppy in increasing quantities.

Sir Francis Aglen is naturally impressed by the demoralisation with which wholesale smuggling in a commodity that is small in bulk and high in price threatens his own service. He has told us how one officer was offered a bribe of \$25,000 to overlook a single consignment, and how an employed was terrified by the abduction of his child and the threat that it would be murdered if he did his duty. The Customs have no police of their own, and of course they do not get much help from the local authorities in the unpopular task of attempting to stop a traffic in which the whole countryside, from Tientsin to coasts, is more or less interested. The Inspector-General declares that foreign prohibitionists in China do not realise how grave this widespread demoralisation is. On the other hand, Sir John Jordan, who speaks with great authority, has declared the Inspector-General's proposal to be retrograde, and it is certain that Chinese educated abroad are vehemently opposed to the use of opium. Sir John Jordan says that the repeal of prohibition would mean the revival of the old stigma upon the Chinese, the stigma that they are an opium-ridden people, and he expresses the hope that there is yet enough public opinion in the country to resist such a relapse. There is no difference, it will be seen, between these experts as to the fact that the opium habit is a terrible evil, and that Chinese public opinion is a chief weapon for resisting it. Where they differ is as to the means of overcoming the evil. Sir Francis is for control by licence and gradual suppression; Sir John is for total suppression, even though total suppression is at present a mere pretence. Sir Francis is satisfied that there is no effective Chinese opinion favourable to the more drastic system; Sir John hopes that this opinion exists or that it may be evolved. Where men of such exceptional authority and experience differ, it would be presumptuous to form a judgment without exhaustive investigation. The Inspector-General may be biased, however unconsciously, by the injury which a prohibition that has become a sham is inflicting upon his service; Sir John Jordan may be building hopes for the China of to-day upon knowledge of a China which has undergone great and rapid changes within the last few years.

Total abolition by international action is the one effective remedy, as it was the one effective remedy for the slave trade. But more than a generation was needed to abolish the slave trade, and years may be needed to obtain the total abolition of the nefarious drug trade. Repression of consumption is relatively easy with populations among whom the drug habit is new; it is a far more arduous task where a whole people have been accustomed from generation to generation to the use of a particular drug locally produced. The temporary success of prohibition in China has proved that a public opinion does exist there powerful enough to overcome the opium habit, if it is really roused. Our business is to arouse it, and to favour the adoption of the strongest measures of restriction it will countenance. The great point is to obtain them without weakening the only force that can give them the necessary support.

(Continued at foot of next column.)

## HONGKONG WEEKLY SHARE REPORT.

Hongkong, May 11th, 1923.  
The week under review has been devoid of interest in the local market with very little business passing. The general tone is dull, but at the time of writing a slightly better feeling is evident. A broadening market may occur before long as money is very plentiful.

The Shanghai market has been quiet for the greater part of the week on account of the Spring Race Meeting.

Banks.—Hongkong and Shanghai Banks have further declined and at the close they are offered at \$1.080. The latest cable quotation from London is \$1.229 (midday).

Marine and Fire Insurance.—Unions have been dealt in at the reduced rate of \$233. North China at \$133. Yangtze at \$24 and Hongkong Fire at \$465 are saleable at quotations. Cantons are now quoted \$385 ex dividend. China Fire at \$137 are unaltered from last week.

Shipping.—Douglas Steamships are on offer at \$24. Deferred Indos were enquired for the beginning of the week at \$221, but have since lapsed to a nominal quotation. Hongkong, Canton and Macao Steamboats are obtainable at \$43. Star Ferries at \$34 have not come to business. Refiners.—China Sugars have weakened at \$240. Malabass are on offer at \$84.

Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves changed hands at \$177 but at the close sellers prevail at \$173. Hongkong and Whampoa Docks continue very flat and can be had at \$164. Hongkong Wharves are wanted at \$182. Shanghai Docks are asked for at \$104. New Engineerings at \$15.01 are quiet.

Land, Hotels and Buildings.—Hongkong Lands were negotiated from \$407 down to \$400 but the demand has slackened. Humphreys Estates have been the medium of a large business with sales up to \$261. Kowloon Lands are in request at \$77. Hongkong Hotels are weak with shares offering at \$291. Land Reclamations are unchanged at \$103.

Oils and Mining.—Raubus have been bought at \$1 and there are more buyers at the rate. Shell Transports are easier with sellers at \$7/8. There are still buyers of Katia at \$3/6 and Tientsin at \$3/4. There is some demand for Langkats with sales made up to \$14/11.

ELECTRIC COMPANIES.—China Lights have been comparatively quiet after the display of strength of the previous week and have been taken off the market at the reduced price of \$144 and \$143.50 for the Old and New shares respectively. Hongkong Trams were done at \$25 in the early part of the week, but have since receded to \$24. Hongkong Electrics have experienced a slight setback the market falling to \$92. Macao Electrics have at last exhibited symptoms of life and have changed hands at \$381.

Cotton Mills.—Ewas have buyers at \$15. All shares in this section are dull. There is a fear that the boycott will have some effect on Shanghai Cottons, consequently the price has weakened to \$103. Orientals at \$14.8 are nominal. Miscellaneous.—China Providents have fallen away to \$34 at which they could be placed. Dairy Farm have also weakened and they are wanted at the close at \$25. Green Island Cements are easier with sellers at \$33. Hongkong Realty's have been put through at \$21 and continue in request. There are enquiries for Steel Foundries at \$12.60. Peak Trams (Old) at \$114. (New) at \$11. Union Waterboats at \$172. Watsons at \$18. Wm. Powells at \$25. Canton Ices at \$9.80. Engineering Constructors at \$3.50 and Lane Crawfords at \$172 ex the dividend of \$1 just paid. Hongkong Ropes are available at \$44.

We have a New Company to add to our list, viz.: The Hongkong and Kowloon Taxi Club Co., Ltd., which was floated with great success, the shares having been largely over-subscribed for. The shares are already quoted at a premium. Forward Settlement Days.—25th May (Monday), 26th June (Tuesday), and 27th July (Friday), 1923.

## SIR JOHN JORDAN'S VIEWS.

In a letter to *The Times*, Sir John Jordan states the whole position in China has not been fully realised in this country, and it has apparently been a little understood in the United States—if one may judge from the official Report of the Hearings in February last before the Committee on Foreign Affairs in Washington on the question of limiting the production of narcotic drugs to medicinal and scientific purposes. He proceeds:—

There are one or two points in your articles on which, with your permission, I should like to add a few words of comment. I cannot endorse your correspondent's statement that the Chinese interest in the suppression campaign of 1907-17 was due to a desire to stop the foreign importation. I was closely and actively associated during all those years with the Chinese authorities both in Peking and in the provinces and with most of the representatives of public opinion in the country, and it is my firm conviction that the movement was aimed throughout at the suppression of the native cultivation, no less than at the stoppage of the foreign importation.

But this is past history, and you, Sir, have touched the realities of the present situation when you say that the temporary success of prohibition has proved that a public opinion does exist in China powerful enough to overcome the opium habit, and that it is our business to arouse it. With that sentiment I am in cordial agreement, and I think that the present moment offers a favourable opportunity for its practical application. Prohibition and State regulation of opium are both ineffective under present conditions in China. The only effective remedy lies in the elimination of cultivation, which is responsible for the revival of the cultivation. Recognising this, the Chinese chambers of commerce have already started a movement for the removal of this incubus, which presses heavily on the whole economic life of the country, and have solicited the co-operation of their foreign friends in the attainment of their object.

(Continued at foot of next column.)

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[463]

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[83]

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of several items in their programme. British and American public opinion could for much in China, and the fact that *The Times* is arousing interest in the question in this country should prove a powerful stimulus to the representatives of the commercial classes there, who have initiated this movement.



## SUPREME COURT.

MOTOR CASE DEFENCE OPENED.  
COUNSEL ON "ELOQUENT  
VERBOSITY."

The Supreme Court case in which Mr. Jacob Julius Thorman, a Danish engineer, of Causeway Bay, claimed the sum of \$10,000 damages from Mr. and Mrs. Elias van Castricum, formerly of 87, the Peak, but now of Kobe, in connection with a motor car and motor cycle collision was resumed yesterday morning.

Mr. Thorman was put into the witness box, and underwent cross-examination by counsel, Mr. F. C. Jenkin.

"You would not describe yourself as an expert in motor driving?" asked Mr. Jenkin.

Witness said he would not, and in the course of further cross-examination he admitted that he had not ridden a motor cycle for about three years before mounting the cycle in this particular case. He had owned a Cleveland when he was in Denmark, and rode it daily to his work there, a distance of four miles and back. The machine he was riding at the time of the accident was a Cleveland, and he was trying it out for the first time, with a view to purchase from a man in Kowloon. He admitted, also, that this was the first time he had driven round the island at all, excepting on one previous occasion when he went round as a passenger in a motor car. He had wished to try the motor cycle out on the Kowloon roads, as they appeared to him to be rather easier, but his friend had persuaded him to use the island road.

Further questioned, witness said that on the road at the time there were a number of Chinese, and when he saw the motor car coming he shut off his gas. This had the effect of greatly retarding his speed. He did this because he was not sure of the road, and wished to be careful. When he slowed down he was riding at about ten or twelve miles an hour.

At this point Mr. Jenkin questioned the witness as to the exact way in which the lady was alleged to have waved her hand. Mr. Thorman denied that the defendant held her hand up in the air vertical to the body, and waved with a circular motion. He contended that she held her arm out horizontally, and waved her hand in such a fashion as to give him the impression that she was signalling him to pass her on the right hand side.

"Oh," said counsel, "but I put it to you it was quite a different sort of a wave, a kind of 'cheerio' wave. In fact one might almost say, since the witness who saw the wave is Mr. Marcel, that it was a 'Marcel' wave."

Witness said he was not sure of the exact method or motion the lady used with her hand.

A little misunderstanding arose later in the proceedings as to a question of phrasing. This led Mr. Thorman to apologise for his English.

"Not at all, not at all," said his Lordship the Chief Justice, "your English is excellent, most excellent; I wish I was able to speak your language as well as you speak mine."

The evidence of this witness completed the case for the plaintiff, as put by Mr. Eldon Potter.

Mr. Jenkin, opening the case for the defence, took up some time giving the jury friendly warnings, and hints which might help them in their conclusions. Referring to Mr. Potter's method of putting his case, he remarked that in the course of his practice in Hongkong he had appeared in Court both with, and against Mr. Potter, and was, therefore, prejudicially prejudiced. "The 'eloquent verbosity' which accosts his entry into the arena," he added, "has no effect on me whatever, for I know that by the time his case has been finished, the expansive language which has been placed into the list on behalf of the plaintiff, or against the defendant has been worn away, its end has been lost, and the tribunal which has been subjected to the torrent has been able to take a proper and judicial view of the case."

He went on to point out that it was for the plaintiff to prove that there had been negligence on the part of the driver of the car, and that negligence had been the direct and approximate cause of the accident and the injuries consequent upon it. The lady in the case was admittedly a good driver, and had been described by the Superintendent of Traffic of that time as a "splendid driver." She had driven a car for a considerable number of years, and yet it was contended by the plaintiff that she, having seen the motor cycle coming towards her, and knowing the danger of turning round and taking a hand off the wheel in order to wave to a friend, actually did so, and what was more, kept on doing so. It was hardly credible. Mr. Potter had said that every motorist knew the danger of taking a hand off the wheel and turning round in this manner, and in making this statement he had defeated his own side. Obviously if every motorist knew, then the defendant knew, and what was more, being a driver of some years' experience, she would know how to counteract the influence by a slight turn of the wheel in the opposite direction to keep the car on its course. It was hardly believable that she should have done all this, in her own car, with all her experience, behind her, and on a road she knew well.

(Continued at foot of next column.)

DEMANDING MONEY WITH  
MENACES.CHARGE AGAINST REVENUE OFFICER AND POLICE INFORMER  
FAILS.

Answering a charge at the Magistracy yesterday afternoon, of demanding \$100 by menaces with intent to steal, a Chinese Revenue Officer named Hung Hai said: "I simply asked the complainant for the loan of \$10 because he was an old friend."

Another man, named Lai Kee, who was also charged with the same offence, replied: "I went there to see some banishees. Inspector Willis asked me to watch them. I am an informer to Inspector Willis."

The complainant, Lam Hing Chi, dressed in European style, told the Court that the two defendants came to his house, No. 381, Reclamation Street, Mongkok, on May 4th in the early morning, and asked for money, saying: "You must pay \$100, but if you refuse I will surely give you something unpleasant to think about." He told them to come back at noon and he would have the money ready. In the meantime he reported the matter to the Police at Yau-mati Station, and Sgt. Kelly there took the number of a bank note to be used to trap the men. Two detectives were sent back with complainant to the house, and at 2 p.m. the two defendants came for the promised money. A ten-dollar note was accepted by the Revenue Officer, and the Police Informer was given two five-dollar notes. Just as they were going away, the Informer said: "I will give you a week to pay the balance. You have so many brothers and sisters that if you don't pay one of them will be killed."

In reply to questions by Mr. R. E. A. Webster, for the prosecution, complainant said he did not know the defendants, neither could he give any reason why the money should be demanded.

Cross-examined by Mr. C. A. Russ (who appeared for Hung Hai), witness denied that his father and the Revenue Officer's step-father were old friends and that the latter lent money to the former.

After hearing further evidence for the prosecution, the Magistrate (Mr. J. R. Wood), dismissed the case and the two defendants were discharged.

In the afternoon Mrs. Castricum went into the witness box. She stated that as she came near the parking ground close to the bridge, she saw a car coming from it in which were Mr. and Mrs. Marcel and some friends. Mr. Marcel waved to her, and she returned the wave. A Miss Gibson, who was sitting in the car, behind her, also waved.

In reply to Mr. Jenkin, witness said Miss Gibson was sister-in-law to Colonel Sanders, and she had since left the Colony.

Mr. Jenkin then asked the witness to illustrate the way in which she waved her hand.

The lady placed her arm in a vertical position to the shoulder, and not horizontally, in the manner the plaintiff alleged at the time of the accident. She waved her hand with a circular motion, and not sideways.

Further questioned, Mrs. Castricum stated that the average experienced driver, if he took his left hand off the wheel and turned round, would place a firmer grip on the wheel with the other hand in order to keep the same direction. That was what she did.

Referring to the actual accident, witness said she saw the motor cyclist coming over the bridge. He was "towards his correct side" of the road, and she saw him bear across in front of the car. She turned further in towards the left hand side of the road. Suddenly the motor cycle started to sway, Mr. Thorman held his hands up in the air, and put his feet on the ground. Then it was that he crashed into the car. The waving was over before she reached the bridge, and so she saw plaintiff quite clearly coming towards her.

Cross-examined by Mr. Potter, witness said there were four people in her car, herself, her husband, Miss Gibson, and a Mr. Gardiner, of Loyds. Mr. Gardiner had since left the Colony also.

In cross-examination by Mr. Potter witness said that at the time, she did not think Mr. Thorman was crossing over because she waved her hand. She had no idea why he should cross the road.

His Lordship (addressing Mr. Thorman): In your country, Denmark, what is the rule of the road?

Mr. Thorman: Keep to the right.

Mr. Potter: America is the same, my Lord.

His Lordship: Yes, I know. We always delight in Great Britain in having different customs to everybody else.

Mr. Potter (to witness): I put it to you, if your car had gone straight ahead you could not have had an accident.

Witness: No, I believe I would have cleared the car.

Mr. Potter: You did not do that, what you did was to turn your car in such a direction as to bring it towards the motor cycle?—Yes.

You did not attempt to stop your car? Witness: My car was slowing down at the time.

Other evidence was called, and the case adjourned till this morning.

A SOLDIER WHO WAS  
"FED UP."RETURNS TO HONGKONG AFTER  
NINE MONTHS' ABSENCE.

The experiences of Pte. Thomas Crowder, of the 2nd Battalion King's Regiment, were related at a District Court Martial at Murray Barracks yesterday, when Crowder was charged with deserting his Regiment. He practically gave himself up to the Police after nine months' absence from his Battalion, during which time he had visited America, worked in a lumber camp, trekked up and down the country, and was finally returned to Hongkong, at his own request, as a deportee. He was arrested on the *Kaga Maru* at Hongkong by Police-Sgt. Langley, of the Water Police, and handed over to the military authorities.

Crowder pleaded "not guilty" to the charge and gave evidence on oath. He said that, having become "fed up" with Army life in Hongkong, he left in July, 1922, without any intention of staying away for good. He arrived in the United States of America as a stowaway, and later obtained work in a lumber camp, about ninety miles from Seattle, as a waiter. After two months' of this life he returned to Seattle and there reported himself to the Police, telling them he belonged to the King's Regiment, Hongkong, and he wished to be sent back there. They tried to persuade him to join the American Army, but he refused. The police refused to send him back to Hongkong, and from Seattle he went to Portland, where, after four weeks' sojourn, he was arrested for vagrancy. This was in December last. He was charged with the offence and acquitted. He was later sent back to Hongkong.

In the course of his address to the Court, the Prosecutor, Lieut. J. J. Burke-Gaffney, said it was for the Court to decide whether the accused had really gone away, on a holiday with the intention of returning after "seeing the sights." If the Court was satisfied that the accused had a bona-fide intention of coming back they could only find him guilty of being absent without leave.

The finding of the Court will be promulgated in due course.

## ANOTHER CASE.

A case in which Pte. Richard Gardiner, 2nd Battalion King's Regt., is charged with striking a superior officer and with disobeying orders was adjourned *indefinitely*, one of the principal witnesses being in hospital.

The Court was composed of Major A. L. Cruickshank, D.S.O., R.G.A., Capt. J. M. Collins, and Lieut. W. P. Sullivan, R.G.A.

## SPORT.

## INTERPORT POLO.

## HONGKONG'S TEAM FOR MANILA.

The Hongkong Polo team, which is to visit the Philippines this month and play a series of interport matches with Manila, has been selected. It will be composed of Lieut. Davies (No. 1), Mr. W. H. S. Dent (No. 2), Mr. C. C. Boyd (No. 3) and Captain Fisher (back). Mr. Boyd is to captain the team.

It is to be regretted that Captain Neville and Mr. J. Bartholomew are unable to play with the team this year. Both have done extremely good work for Hongkong in the past and their services will be missed. Captain Fisher and Mr. Dent played at Manila a year ago. Mr. Boyd can be looked upon to give a good account of himself; he is a very dangerous opponent in front of goal. This will be Lieut. Davies' first turn-out in an important match and he is expected to do well.

The matches will be played on the handicap system, principally because the ponies used by the Hongkong players are much smaller than those used by the Manila players.

The team sails on May 21st by the *Tenyo Maru*.

## SHANGHAI TRADE.

Messrs. H. B. & Co.'s latest Picon Goods Market Report says:—

The chief interest during the week under review has been the activity in Japanese goods of all kinds, which have been changing hands very freely in view of the approaching boycott which rumour now declares, will definitely begin on the 9th inst., after which date the Chinese shipping companies have declared their unwillingness to handle any goods of Japanese origin. Clearances of British goods have suffered to some extent in consequence, but the undertone is very healthy and a general improvement in prices is looked for, more especially if the boycott movement has any strong support.

Newchwang merchants have been in the market with buying orders and they are reported to have purchased 2,000 bales of heavy Greys and 3,000 bales of local yarn counts 10s. to 14s. A small turnover has been done in fancies for Chefoo but enquiries for low priced T. Cloths have not led to any business owing to the disparity in prices.

At the earlier auctions values generally were barely steady, but a better feeling was in evidence at Thursday's auction and some keen bidding resulted in an all round advance in prices with the exception of Venetians which were barely steady at last week's rates.

Telegraphic advices from England and America do not reveal any signs of weakness in manufacturers' prices, but importers are holding off from any large commitment in the hopes of a further drop in the raw staple which should eventually force prices to a lower level.

## COMPANY REPORTS.

UNION INSURANCE SOCIETY OF  
CANTON, LTD.

The report for presentation to the shareholders at the fiftieth ordinary meeting states:—

The Board has now to lay before the shareholders a balance sheet containing a summary of the property and liabilities of the Society on the 31st December, 1922, and a statement of working accounts.

1921 Account.—After payment of the interim dividend of 2½/- per share and the bonus of 20/- per cent. to contributors passed at the last annual meeting, there remains a balance of £400,593. 1s. 11d. as per annexed statement.

The Board recommends that this sum be appropriated as follows:—

A final dividend to shareholders of 10/- per share on 111,000 shares £ 88,500. 0. 0.

To be carried forward to underwriting suspense account to close the account for the year 1921 311,793. 1. 11

£400,593. 1. 11

1922 Account.—The balance of working account on the 31st December, 1922, was £230,566. 3s. 1d. as per annexed statement.

The Board recommends that an interim dividend of 2½/- per share be paid to shareholders, absorbing £132,500, that a bonus of 20/- per cent. be paid to contributors, absorbing about £230,000, and that the remainder be carried forward.

Directors.—Since the last general meeting, Mr. W. L. Patten has resigned his seat on leaving the Colony, and Mr. D. O. Russell and Mr. J. A. Plummer have joined the Board. In accordance with the Articles of Association, the Hon. Mr. P. H. Holyoak and Mr. G. M. Dodwell retire, but offer themselves for re-election.

BRITISH TRADERS' INSURANCE  
CO., LTD.

The report for presentation to the shareholders at the fifty-seventh ordinary meeting states:—

The Board has now to lay before the shareholders a balance sheet containing a summary of the property and liabilities of the Company on the 31st December, 1922, and a statement of accounts to the same date.

1921 Account.—After payment of the interim dividend of 9/- per share and the bonus of 20/- per cent. to contributors passed at the last annual meeting, there remains a balance of £173,291. 2s. 5d. as per annexed statement.

The Board recommends that this sum be appropriated as follows:—

A final dividend to shareholders of 8/- per share on 55,000 shares £ 44,000. 0. 0.

To be carried forward to underwriting suspense account to close the account for the year 1921 134,891. 2. 5

£173,291. 2. 5

1922 Account.—The balance of working account on the 31st December, 1922, was £283,523. 10s. 2d. as per annexed statement.

The Board recommends that an interim dividend of 9/- per share be paid to shareholders, absorbing £243,200, that a bonus of 20/- per cent. be paid to contributors, absorbing about £225,000, and that the remainder be carried forward.

Directors.—Since the last general meeting Mr. W. L. Patten has resigned his seat on leaving the Colony and Mr. D. O. Russell and Mr. J. A. Plummer have joined the Board. In accordance with the Articles of Association, the Hon. Mr. P. H. Holyoak and Mr. G. M. Dodwell retire, but offer themselves for re-election.

THE YANGTZE INSURANCE  
ASSOCIATION, LTD.

Messrs. Shewan, Tomes & Co., the local agents inform us that they have received a telegram from Shanghai stating that the Directors of the Yangtze Insurance Association, Ltd., recommend a dividend of 22 per share for 1922.

## HONGKONG SHARE MARKET.

## CLOSING QUOTATIONS.

MAY 11th, 1922.

Hongkong and Shanghai Banks	1,060. s.
Canton Insurance	585 s.d.
Union Insurance	235 b.
Steamboats	43 s.
China Sugars	240 s.
Langkats (Combined)	314 s.
Kowloon Wharves	175 s.
Whampoa Docks	164 s.
Shanghai Docks	104 s.
Hongkong Land	403 s.
Hongkong Hotels	59 s.
Humphreys Estates	264 s.
Cepions	28 b.
Hongkong Ropes	434 s.
China Providents	25 b.
Dairy Farms	253 b.
Hongkong Electric	32 s.
Hongkong Trams	24 s.

b—buyers; s—sellers; s.d.—sales.

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## NEW ADVERTISEMENTS

## THE HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA is fixed for SATURDAY, JUNE 2ND, 1923. Draft Programmes and Entry Forms may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables. Entries Close Saturday, 19th May, 1923. [334]

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th of May, 1923, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on the 18th May, 1923, at 10 a.m.

All Claims must reach us before the 21st May, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents. [831]

## THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

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BUYERS of CANTON IRON, PEAK TRAMWAYS, SINCERE COMPANIES.

SELLERS of COLONIAL DISPENSARIES, HONGKONG REALTIES, HUMPHREY'S ESTATES. [897]

## THE HONGKONG HIDE &amp; LEATHER CO., LTD.

67/69 Des Vaux Road Central, Registered Office.

## REMINDER.

THE Undersigned beg to remind the Members of the Company that the ADJOURNED MEETING of 30th April will be held at the REGISTERED OFFICE on MONDAY, 14th MAY, 1923, at 12.15 p.m., when the Extraordinary Resolutions of which they have already been advised will be proposed. It is essential in their interests to attend or be represented by Proxy. Proxy Forms are to be had on application at this Office. By Order of the Board, E. PEPPEHELL, Acting Secretary. [849]

## PARTICULARS

of VALUABLE LEASEHOLD PROPERTY Situate No. 13, WING HING STREET, VICTORIA, HONGKONG, To be Sold by Order of the Mortgagee By PUBLIC AUCTION, IN ONE LOT

MONDAY, The 14th Day of May, 1923, at 3 o'clock p.m. By Messrs. LAMBERT BROTHERS, At Their Office, DUNDAS STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2188 together with the messuages erections or buildings thereon now known as No. 13 Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2188 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street. Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Vaux Road Central, and Messrs. LAMBERT BROTHERS, Auctioneers. [1897]

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## INTIMATIONS

## NOTICE.

M<sup>r</sup>. ARCHIBALD ORR LANG has been Admitted as a Partner of our Firm at Hongkong and Shanghai as from 1st APRIL, 1923. MACKINNON, MACKENZIE & CO. Hongkong, 9th May, 1923. [816]

## NOTICE.

M<sup>r</sup>. ARCHIBALD ORR LANG will continue to be Managing Director of this Company as heretofore. GIBB, LIVINGSTON & CO., LTD. Hongkong, 9th May, 1923. [817]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY MEETING of the Society will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at Noon, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 11th May to 25th May, both days inclusive.

By Order of the Board,

PAUL LAUDER,

Acting General Manager.

Hongkong, 4th May, 1923. [798]

BRITISH TRADERS' INSURANCE CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.15 p.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 25th May, both days inclusive.

By Order of the Board,

PAUL LAUDER,

Acting General Manager.

Hongkong, 4th May, 1923. [798]

THE CHINA FIRE INSURANCE CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FOURTH ORDINARY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.30 p.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 25th May, both days inclusive.

By Order of the Board,

PAUL LAUDER,

Acting General Manager.

Hongkong, 4th May, 1923. [800]

## HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

## NOTICE OF CALL.

ISSUE OF 95,000 SHARES OF THE NOMINAL VALUE OF \$10 EACH (\$2.50 PAID UP).

NOTICE IS HEREBY GIVEN that the Second Call of \$2.50 per Share on Each of the 95,000 Shares allotted on the 8th day of November, 1922, has been made by the Company, and that such Call will be payable to the Company's Bankers, THE HONGKONG & SHANGHAI BANKING CORPORATION, at Hongkong, on the 15th day of MAY, 1923.

For and on Behalf of the HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD., F. J. EASTERBROOK, Acting Secretary.

Dated the 24th day of April, 1923. [765]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Definitive Certificate No. 5/28, 8666 dated 21st December, 1920, for 35 Shares numbered 24918 to 24919, 37985 to 37990, 24506 to 24511, 35843 to 35857; Provisional Certificate No. 57/768 dated 30th May, 1921, for 11 Shares numbered 130243 to 130253 and Provisional Certificate No. 57/1045 for 1 Share numbered 131429 all registered in the name of Mr. Sir Yee Sic-yee are reported to have been destroyed by fire; and should these certificates not be produced to the Bank before the 13th day of May, 1923, New Certificates for the Shares will be issued and the aforesaid Definitive Certificate No. 5/28, 8668 and Provisional Certificate Nos. 57/768 and 57/1045 will be thereafter treated by this Corporation as Null and Void.

By Order of the Board of Directors,

A. G. STEPHEN,

Chief Manager.

Hongkong, 13th April, 1923. [706]

## TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply

UNION INSURANCE SOCIETY OF CANTON, LTD. [163]

## TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars.

Apply to—

PERCY SMITH, SETH &amp; FLEMING, [652]

## INTIMATIONS

## ROYAL HONGKONG YACHT CLUB.

MEMBERS are reminded that the BATHING SEASON commences on MAY 1st and continues to OCTOBER 31st. Members may introduce Bathing Members at the following Fees for the Season:—

Single Tickets ..... \$15  
Family (which includes Children) ..... 20

Through Transfers from the Post Office approximately every 3 minutes from 4 p.m. By Order,

D. L. RALPH,

Hon. Secretary. [824]

Hongkong, 25th April, 1923.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ELPENOR"

are hereby notified that the Cargo will be discharged from the Godowns, where it will be at Consignees' risk and subject to terms and conditions of storage at the Godown. The Cargo will be ready for delivery from Godown on and after 10th May.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 30th May, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 16th May, 1923. [826]

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SARDINIA."

Arrived Hongkong on 9th May, 1923. From ANTWERP, LONDON, PORTSAID, ADEEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignees will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas at 10 a.m., on Mondays and Tuesdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents. Hongkong, 9th May, 1923. [825]

## PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—X.

TO LET—EIGHT ROOMED HOUSE with Bathrooms and Kitchen, British Consession, Shamcun. Apply E. R. Mosca, Shamcun, Canton. [80]

WANTED.—One or Two Good CHINESE ARCHITECTURAL DRAFTSMEN. Applicant to forward Samples of Drafting and applications by Letter only to the HONGKONG HEALTH AND TRUST CO., LTD., Powell's Building, Des Vaux Road Central. [78]

WANTED.—One Large ROOM or Two Small, preferably on Ground or First Floor, in Centre of City, required as Offices about June.—Write "Z," Daily Press.

## FISZAL GLASSES

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fiszial Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare.

Fiszial lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road Central.—ADVT. [592]

## INTIMATION

## KRUSCHEN SALTS.

The much-talked-of "Kruschen feeling", the feeling that makes one jolly and energetic, able to meet everything with a happy, beaming smile. You can feel like that if you will only learn the Kruschen Habit of Health.

If you constantly feel run-down, tired and depressed, it is because your internal organs are not working as they should. Insufficient exercise, unsuitable diet and other causes have rendered the liver and kidneys inactive and allowed impurities to collect in your system.

The Kruschen habit counteracts these ill-effects of a busy life that cannot be avoided. Every morning you just drop into your first cup of tea enough Kruschen Salts to cover a 10 cent piece. It is tasteless taken that way, but it stimulates the liver and kidneys to natural activity, invigorates the entire system, sends clear, healthy blood streaming to every part of the body.

To be obtained at all Chemists.

## SOLE AGENTS &amp; DISTRIBUTORS:

## A. S. WATSON &amp; CO., LTD.

THE HONGKONG DISPENSARY.

## BIRTH.

FRANKS.—On May 10th, at the French Hospital, to Mr. and Mrs. J. W. FRANKS, a son. [832]

Hongkong Office: 104, Des Vaux Rd., C. London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, MAY 12TH, 1923.

## THE FRENCH OCCUPATION.

When France, "with unnecessary propriety," as the Leader of the House of Commons has put it, replied on her own responsibility to the latest German Note, which was addressed to all the principal Allies, it seemed that the end of the Entente was in sight. The slight to Great Britain was aggravated by the fact that the British Government had asked that a collective reply should be made, as testifying to Allied solidarity. But, while we are still without news of the tenor of the reply which the British Government proposes to make to Germany, the spokesman of the Foreign Office in the House of Commons definitely declared on Wednesday that "the bed rock of British policy remains the maintenance of the Anglo-French alliance." Yet it is obvious from the comments in the British Press and the restrained utterances of prominent men of all parties that this bed rock is being seriously undermined. As time passes, opinion in Great Britain with regard to the occupation of the Ruhr is becoming more and more sceptical as to the good faith of the French. Even those who at first acclaimed the march into the heart of industrial Germany are now hard put to it to justify what is happening. France went to the Ruhr "to collect her debts." At least that is what we were told. But it is fairly evident that France is not attempting to collect her debts at all, and, indeed, she is showing no wish to discuss the question of payment. What she is doing is to make elaborate arrangements for a prolonged occupation of the country. In England the view is taken that the French intend to annex the Ruhr, and that all the talk

about getting payment of Reparations was only a smoke-screen to enable a French Army to march quietly into Germany and take up position. This view is supported by what is reported from Paris. There it is openly said by responsible newspapers and by public men that there can be no thought of evacuating the Ruhr until Germany has paid the full score of £8,600,000,000, the cost of the war debts, etc., set forth in the Treaty. Of course, nobody in his senses ever imagines that Germany will be able to pay that amount; if one-third is recovered it will be as much as the most sanguine expects. And so when the French say that they want payment in full for themselves and others they are merely saying that they are in the Ruhr for good. Naturally, the course that is being pursued by our Allies is causing the gravest anxiety to the British Government. It has also disheartened every lover of France, who sees with something approaching alarm, the rapid growth of the military spirit in that country. The militarists are in the ascendant, and it is becoming plainer with the passing of each day since the occupation was effected that the ultimate aim of the French is the domination of Europe. This was the dream of Napoleon, and it has always been in the minds of Frenchmen. It is, however, an aim which has never been realised because it has always been opposed by England. There are keen observers in Great Britain who believe that a testing time will come again in this matter—sooner, perhaps, than most people expect. At the moment it is inadvisable to write more definitely; but it is not inappropriate to recall the fact that all through history it has been the cardinal principle of British policy never to submit to the domination of Europe by a single Power.

## MR. CHURCHILL'S WAR BOOK.

MR. WINSTON CHURCHILL'S war book, "The World Crisis, 1911-1914," is a fine piece of literary workmanship, and as the author had access to State papers in his capacity of Cabinet Minister he has a good deal of exclusive information concerning what may be called the inner history of the war to tell his readers. No doubt, we shall presently find all sorts and conditions of men challenging this or that statement, and disputing the soundness of the conclusions arrived at in respect of numerous crucial events in the course of the war; but, however that may be, the book takes rank as a first-class narrative, brilliantly written, and will be given pride of place on the best shelf with other war books.

Mr. CHURCHILL says that the Germans, at the outset of the war, did not mean to capture Paris. That was not their objective at all. What they did mean to do, and came within an ace of doing, was to break the French Army into two, rolling one half in the Verdun angle and driving the other half southwards. In the one case a million men or more would have been put out of action; in the other case, there would not have been sufficient troops to form a new front. Compared with such a victory the capture of Paris, or the seizure of the Channel ports, was insignificant. Indeed, the Germans would have succeeded, he thinks, if they had used the two Army Corps they dispatched eastwards to stem the Russian invasion of Prussia. With the use of these additional forces it is quite possible, if not probable, that the French military power would have been broken. In that event what would have become of the little British Army is a matter of speculation.

Perhaps, the most fascinating chapter in Mr. CHURCHILL'S book is the last, dealing with Turkey and the Balkans. Why was Turkey on the side of Germany in the war? The question has been often asked. It now seems that three years before the war Turkey wanted to enter into a Treaty with England, but Sir Edward Grey turned it down because Italy was then at war with Turkey and he did not wish to estrange the Italians. This is news to "the man in the street" and is published for the first time.

Again, in the first fortnight of the war Greece, with the approval of King CONSTANTINE, offered to place all her resources at the disposal of the Allies, but once more Sir Edward Grey blocked the way. He considered that acceptance would mean instant war with Turkey (which VENEZUELOS wanted); while the Russians would have been alarmed at Greek designs on Constantinople. The British Foreign Minister seems to have cherished the delusion that it would be possible to keep Turkey out of the war.

How wrong he was—absolutely, and hopelessly wrong—is to be judged by learning now what Mr. CHURCHILL calls "a blasting secret." On August 2nd, 1914—that is to say, two days before the war began—an alliance had actually been signed between Germany and Turkey. Neither Sir Edward Grey nor his colleagues in the Cabinet knew of this Treaty—"a blasting secret," indeed!

Direct wireless communication has now been established between Canton and Swatow.

The West River boats left Hongkong yesterday in expectation of being able to proceed up the river to Wuchow.

A ricksha coolie was seriously injured on Thursday, by being knocked down by a heavily laden truck of rice. A wheel of the truck passed over both legs and badly crushed them.

A town planning scheme on garden city lines has been evolved at Kuala Lumpur to provide 166 quarters for members of the Government subordinate service, with gardens, open spaces, a church, a club and a playing field.

By a recent order of the Generalissimo, payment in respect of all Canton public debts is to be suspended for two months because of the present civil war. Among the debts due at present, says the Canton Daily News, is one of \$150,000 to the Mitani Bussan Kaisha.

The Canton Daily News states that "Mr. W. N. Ferguson, Foreign District Inspector of the Kwangtung District Inspectorate of Salt Revenue, on receiving telegraphic instructions from Sir Ernest Wilton, Foreign Associate Chief Inspector at Peking, has relinquished his office and ordered all the subordinate staff of the local Salt Office to leave their work, the working of the office being suspended. On the other hand, Mr. Nie Hong, the Chinese District Inspector, appointed by Dr. Sun Yat Sen, has issued an official notice to the public to the effect that he has assumed control of the office and all the office work is to go on as usual. Mr. Ferguson's relinquishing of his duties, therefore, does not interrupt the working of the Revenue Inspectorate."

Lieut. R. M. Smith, of the Wireless Section of the Hongkong Volunteer Defence Corps, gave an interesting address on Radio yesterday evening at the Corps Headquarters. His object was to enlighten those who are ignorant of the subject, so that his lecture was necessarily of a rather elementary character. His task was a difficult one, for even in the most elementary of lectures a certain amount of previous knowledge on the part of the listener is essential in order that technical terms and names may be properly understood. However, the lecturer managed to provide an entertaining hour and a half for local enthusiasts. He illustrated his remarks with chalk and blackboard and with paraphernalia placed at his disposal by the Hongkong Hotel Company. In the present infantile state of the hobby in Hongkong it was impossible to listen-in to anything other than Morse signals, but even these, unintelligible though they were to most of those present, amply demonstrated the possibilities of the science. At the conclusion, Mr. Smith explained that he had intended giving the address before the Radio Club came into being, and it was his object to try and gain recruits for the Wireless Section of the Defence Corps. A vote of thanks to the lecturer was carried with acclamation on the proposal of Lieut. Col. Bird.

## CORRESPONDENCE.

## THE PORT OF MACAO.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

Sir,—With reference to the paragraph in to-day's issue of your paper headed "Harbour Improvements at Macao," I beg to state that no proposal whatsoever has been presented to the Legislative Council at Macao for the handing over of the port to a foreign Company. The administration of the Port of Macao will always be under the Portuguese Government, either directly or under a Portuguese Company.—Yours faithfully,

CERVEIRA DE ALBUQUERQUE

(Portuguese Consul-General)

## THE "KUM SANG" STILL ASHORE.

Enquiries made at the offices of Messrs. Jardine, Matheson & Co., late yesterday afternoon in reference to the s.s. Kum Sang, which has gone ashore off the North West of the Philippines, show that no news of public interest has been received. Several telegrams have come to hand but these do not throw any fresh light on the matter. It is understood that the crew are still on board, and that the vessel's condition is serious.



## CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## BRITAIN AND RUSSIA.

## LABOUR TELEGRAM TO SOVIET GOVERNMENT.

LONDON, May 10th.—At a meeting of the Executive of the Parliamentary Labour Party of the House of Commons held yesterday, it was decided to telegraph to the Soviet Government expressing grave concern at the despatch of H.M.S. *Harbell* to the Murmansk coast, begging the Russian Government to refrain from any action which might precipitate a resort to force and an outbreak of war. The telegram says that pending further negotiations upon the British Government's ultimatum, "We are working for peace and the full recognition of the Russian Government, and view with alarm any possibility of a rupture before all means to arbitrate and negotiate have been tried. We will be responsible for a debate on the Note on Tuesday next."

The Independent Labour Party has decided to oppose any action of the Government in the way of breaking off trade relations with Russia.

## STATEMENT ISSUED BY NATIONAL JOINT LABOUR COUNCIL.

A national joint council, representing the Trade Union Congress, the National Labour Party and the Parliamentary Labour Party, met at the House of Commons and discussed the situation created by the Government's Note to Russia.

A statement which has been issued strongly disapproves of the Government's action, and the terms of the Note, as calculated to revive the attacks of the "White" guards on the Russian Government, and to renew the militarist efforts, causing a resort to force instead of negotiations for justice by calling a conference, or the reference of the grievances of the respective countries to arbitration or the International Court.

The statement protests against the rupture of trade relations with Russia which would result in increased unemployment and political unsettlement being added to the danger of war.

## EARLIER CABLES.

## LABOURITES CREATE SCENE IN COMMONS.

LONDON, May 10th.—There was a warm outburst in the House of Commons in connection with the sending of the *Harbell* in relief of the *Godicia* to the Russian coast to take up fishery protection duties, as the outcome of the arrest of the trawler *Lord Astor*. Mr. Ronald McNeill said the *Lord Astor* was arrested when fishing ten miles off the Murmansk coast. The British agent at Moscow had been instructed to obtain the necessary confirmation, then demand the immediate and unconditional release of the vessel and the repatriation of the crew. The *Harbell's* orders were to prevent interference with British vessels outside the three mile limit, using force if necessary. (Loud Ministerial cheers and Labour cries of "More war!") Mr. Lansbury, addressing the Ministerialists, excitedly shouted: "Why don't you send a fleet to New York, you lot of cowards!" The Speaker intervened.

## RUSSIA ADOPTS A MORE MODERATE TONE.

LONDON, May 10th.—Reuter learns that the reply of the Soviet Government to the British Note of April 28th, protesting against the seizure of the trawler *James Johnson* several weeks ago, is of a moderate tone. The Soviet claims the right to fix a twelve mile territorial limit, irrespective of international law, but is prepared to submit the matter to arbitration provided there be no question of an infringement of Russia's sovereignty or independence.

## LATEST CABLES.

## THE COTTON INDUSTRY.

## CONFERENCE OF EMPLOYERS AND OPERATIVES.

MANCHESTER, May 10th.—At a conference of representatives of every section of the cotton industry, both employers and operatives, it was agreed that the present wage rates must be stabilised, at least till January 25th, after which the employers would be free to reopen the question on giving a month's notice. The operatives agree not to apply the general advance before September 25th, 1924.

## U.S. SHIPPING BOARD.

## MR. FARLEY SUCCEEDS MR. LASKER AS CHAIRMAN.

WASHINGTON, May 10th.—It is announced that Mr. Edward P. Farley has been appointed chairman of the Shipping Board in succession to Mr. Lasker.

## KING AND QUEEN IN ITALY. BRILLIANT RECEPTION AT THE EMBASSY.

ROME, May 10th.—Their Majesties King George and Queen Mary were banqueted at the Embassy, the guests including Premier Mussolini and other ministers.

A brilliant reception followed, attended by the whole of the official and aristocratic circles of Rome.

## NEW INDIAN GOVERNMENT LOAN.

LONDON, May 10th.—A new Indian Government 4½ per cent. loan of £23,000,000 at 90 is being underwritten.

## EARLIER CABLES.

## SENSATION AT LAUSANNE.

## SOVIET DELEGATE SHOT DEAD.

LAUSANNE, May 10th.—M. Vorovsky, the Soviet Envoy, was shot dead at the Hotel Cecil here, and two other Russians, Ahrens and Dimitrieff, were wounded. Their assailant is supposed to be a Fascist.

The Russians were dining when a young Swiss at an adjoining table arose and fired a number of shots. He afterwards surrendered.

## VICTIM'S ACCOUNT OF THE AFFAIR.

It is reported that Conradi, the perpetrator, exclaimed when surrendering: "I have avenged my father and uncle and rid the country of Bolshevism."

Ahrens, one of the victims, is reported afterwards to have declared that the crime was the result of confusion created over the actual position of the Russian Delegation at Lausanne, coupled with want of precautions on the part of the police. It appears that Ahrens tried to draw a revolver, but collapsed owing to his wounds.

## ALLEGED ASSASSIN'S QUIET ATTITUDE.

There is considerable doubt whether the perpetrator was in collusion with the local Fascists. It is now reported that the act was one of private vengeance on account of the murder of Conradi's father and uncle by the Bolsheviks. He is aged 28 years and was born at Petrograd.

The deed created a stampede and panic in the dining hall of the hotel. Conradi fired quite a number of shots, one victim says ten. He remained perfectly cool afterwards, called for the police and quietly surrendered. Ahrens was hit in three places. Vorovsky's secretary, Divilkovsky (not Dimitrieff) was severely wounded. Ahrens will probably recover, but Divilkovsky's condition is grave.

## FASCISTS DENY ALL RESPONSIBILITY FOR CRIME.

LONDON, May 10th.—Advices from Lausanne state that the Fascists deny any connection with the crime.

## GERMAN REPARATION OFFER.

## "FINISHING TOUCHES" TO THE BRITISH REPLY.

LONDON, May 10th.—Reuter learns that the final touches are being put to the British reply to the German reparations offer, which is separate from, but is understood to be much on the same lines as the Italian reply, now in course of preparation. The Allies, including the United States, will probably receive a copy of the British Note, and London and Rome will exchange copies respectively before the same are delivered to Germany.

Replying to questions in the House of Commons, Mr. Baldwin said the Government did not propose to exchange views as regards the German offer with the United States, which had not claimed reparations.

BERLIN, May 10th.—The executive council of the German trade unions have issued a manifesto declaring they are ready to collaborate in the payment of reparations to the limits of possibility, but the passive resistance of the workers in the Ruhr is a spontaneous movement, not to be suppressed even by the most cruel force, and will continue as long as the illegal situation in the Ruhr area and Rhine land lasts.

## THE RUHR QUESTION.

## LEAGUE OF NATIONS ACTION CHALLENGED.

LONDON, May 10th.—The Ruhr question, again monopolised attention in the House of Commons on the occasion of Sir John Simon moving a resolution in the Foreign Office vote to call attention to the decree promulgated in the Saar Valley imposing heavy fines and imprisonment for criticising the Versailles Treaty or the administration thereunder, including the League of Nations.

Mr. Asquith challenged the legality of the decree which had gone forth in the name of the League of Nations. He described it as "a more despotic piece of law than anything in the annals of Russia, and the greatest blow ever struck against the League's authority."

Lord Robert Cecil demanded the withdrawal of "action worthy of Prussian militarism." He regretfully expressed the opinion that joint Anglo-French action was impossible in view of the last French Note.

Mr. Ronald MacNeill, Under Secretary for Foreign Affairs, replying, agreed that the decree itself had not one defender in the House of Commons, but he doubted the wisdom of immediately bringing the decree before the League of Nations and of uncompromisingly denouncing it. He thought the actual procedure of French administration had been immensely exaggerated. He declined to make a broad statement regarding the Ruhr question pending the despatch of the reply to the German Note, but said the bed rock of our policy remained the maintenance of the Anglo-French Alliance.

The motion was rejected by 233 votes to 143.

## LORD ROBERT CECIL FAVOURS LEAGUE INTERVENTION.

LONDON, May 10th.—Last night's debate in the House of Commons was brought to an end by Lord Robert Cecil who said he regretted that France's attitude had made joint action impossible, and declared himself a convert to intervention by the League of Nations. The bulk of the debate concerned the Saar Valley, which is entirely distinct from the Ruhr question, because, while the Ruhr and Rhine land are purely a matter of Franco-Belgian administration, the government of the Saar Valley has been the chief example in Europe of the League of Nations' administration.

## LOSS OF THE "OKARA." SERIOUS ALLEGATIONS REGARDING HER UNSEAWORTHINESS.

LONDON, May 10th.—Serious allegations were contained in a question in the House of Commons by the Labourite Mr. T. Johnston, as to whether the Board of Trade were aware that letters written at the beginning of March by officers of the *Okara* had been received in Britain declaring that the ship was unserviceable. Mr. Johnston asked whether some of the plates were only one-eighth of an inch thick, and holes could be hammered into them, and whether the lifeboats at boat drill were filled with water.

Lieut.-Col. Buckley undertook to investigate, and added that as far as was ascertainable the vessel had not been examined for many years, as it had not sailed in Home waters. The Speaker informed Mr. Johnston that he must give notice of a question whether there was any authority in India for examining British vessels engaged in coastal traffic.

## MAYENCE COURT MARTIAL.

## GERMAN RAILWAY OFFICIALS SENTENCED.

LONDON, May 10th.—A message from Mayence says that a court martial has sentenced twenty high German railway officials to imprisonment ranging from four to ten years on charges of espionage and inciting railwaymen to resist the orders of the authorities.

## PRIZE FOR HELICOPTER OFFERED BY BRITISH AIR COUNCIL.

LONDON, May 10th.—The Air Council announces the conditions of a competition for its prize of fifty thousand sterling for a helicopter rising vertically two thousand feet. Entries must be sent in before April 30th, 1924.

## FRENCH EX-PREMIER ASSAULTED.

TOULOUSE, May 10th.—Sixty men, believed to be political opponents, armed with cudgels, attacked ex-Premier Caillaux and a companion. Both were injured on the head and arm, but not seriously.

## BRITISH SHIPBUILDING DISPUTE.

LONDON, May 10th.—There is a prospect of prolongation of the shipbuilding dispute, the boiler-makers' ballot having resulted in 4,475 for and 14,565 against acceptance of the national overtime night shift agreement.

## LATEST CABLES.

## AMATEUR GOLF CHAMPIONSHIP.

## CYRIL TOLLEY DEFEATED IN SEMI-FINAL.

LONDON, May 10th.—In the Amateur Golf Championship at Deal, Francis Ouimet qualified for the semi-final by defeating the Englishman, Cyril Tolley by 4 and 3.

The winner is the sole survivor of fourteen American competitors.

## EARLIER CABLES.

## ONLY ONE AMERICAN REMAINS IN.

LONDON, May 10th.—In the amateur golf championship at Deal, Ouimet is the only American survivor at the end of the fifth round. He knocked out Neville in the fourth round by two holes, then had the narrowest squeak against the Handsworthite, Bretherton, winning at the eighteenth hole.

The Turnberryite, Hope, defeated Rotan in the fourth round by 3 and 2, but Tolley beat Hope in the fifth round by one hole. Wethered beat Willing in the fifth round by 2 and 1.

## LADY CHAMPION BEATEN.

LONDON, May 10th.—In the Ladies' Golf Semi-Final, Mrs. Macbeth, of Bowdon, sensationally defeated the holder, Miss Wethered, by 2 and 1. Miss Chambers, of Wirral, beat Miss Brown, of Formby, by 3 and 2.

## COUNTRY CRICKET.

LONDON, May 10th.—At Worcester, Yorkshire beat Worcester by an innings and 113 runs. The Yorkshire player Oldroyd scored 194, and Rhodes in Worcester's second innings took 5 wickets for 35 runs.

## INTERNATIONAL SOCCER.

PARIS, May 10th.—At "Soccer," England beat France by four goals to one.

## ANOTHER STOWAWAY.

## HOW GUILT WAS ESTABLISHED.

A stowaway's failure, to give a satisfactory answer to one question led to his conviction at the Magistracy, yesterday. The man, Wong Hip, was charged before Mr. Wood with having stowed away on the *s.s. Elpenor*, from Singapore to Hongkong.

Mr. Neil Inglis, chief purser of the vessel, gave evidence, explaining the system of checking the number of Chinese steerage passengers on board. At the muster before the arrival of the ship in port the defendant was found without a ticket.

The defendant in the box swore that he purchased a ticket through a boarding house keeper at Singapore but added that he lost it on the voyage.

Questioned again as to the system of checking the passengers, the Chief Purser said that the number of tickets collected at the gangway tallied with the number at the muster; therefore the defendant was extra.

The Magistrate for the moment was unable to come to a decision and suggested that the comrade of the ship be called to give evidence, but his Worship was informed that the ship would leave port the same afternoon. The Chief Purser came to the rescue and suggested one question which might be put to the defendant. He asked if the defendant could say by which gangway he boarded the ship at Singapore. The defendant replied: "starboard amidships," to which the Purser rejoined that the ship was lying port side to the wharf.

Without further ado the Magistrate ordered the man to be sent to prison for six weeks with hard labour.

## INDIAN GOLD STANDARD.

Sir Basil Blackett, Finance member of the Viceroy's Council, addressing Indian merchants of Bombay on April 6th, said he was opposed to the abolition of the two shilling gold standard exchange and reversion to the shilling and fourpence. He was not convinced that the time had yet arrived for the change. He saw no reason to trade in the maintenance of the present standard, and foreboded the introduction of a bill in the June session amending the Currency Act, so that twelve crores emergency currency can be issued against trade bills instead of five crores as at present. The money market in Bombay and the exchange are steady.

The Bank rate is still 8 per cent., but a drop is anticipated shortly. Industrial shares are very unsettled and nervous in tone, particularly in mills. The rise in Government securities continues.—*Exchange Telegraph Company.*

## LATEST CABLES.

## FAR EASTERN CABLE NEWS.

## [THROUGH REUTER'S AGENCY.]

## THE NORTHERN TRAIN OUTRAGE.

## PLIGHT OF THE CAPTIVES.

SHANGHAI, May 11th.—The American Minister, Mr. Schurman, arrived here yesterday evening from Tientsin. Interviewed by the *N.C. Daily News* regarding the Lincheng outrage, he said he could not see what possible good armed intervention would do at present. In fact that was one of the prime causes for the delay in the release of the captives.

The American Consulate had received a letter written by Major Powell at the bandits' request stating that all the prisoners are well but asking that the Chinese attacking troops be withdrawn as soon as possible.

Mr. Schurman said he had requested the provincial military authorities to cease firing on the bandits as they were likely to drive the bandits further into the hills, causing great hardships to the prisoners. The military authorities had acceded to this request.

Mr. Schurman concluded that he had little doubt the prisoners' release would be effected as soon as negotiations had been concluded regarding ransom.

## REPORTED RELEASE OF NINE FOREIGNERS.

PEKING, May 11th.—It is semi-officially stated that the Ministry of Communications has received a wire from the Civil Governor of Shantung, stating that nine foreigners, including two children, were released yesterday.

No confirmation of this report has been received from other sources.

## REPORTED RELEASE OF CAPTIVES PROVES UNTRUE.

PEKING, May 9th.—The Chinese report regarding the release of nine captives yesterday proves untrue.

## CAPTIVES REPORTED WELL.

The American Legation has received information that Mr. Healey arrived at noon at Lincheng, in good condition. He reports that all the captives are well except Musso, who is getting better.

## TEXT OF DIPLOMATIC CORPS' MEMORANDUM TO CHINA.

PEKING, May 11th.—Following is the text of the memorandum handed to the Chinese Government by the Doyen of the Diplomatic Corps on May 9th:—

"The Diplomatic Body is impatiently awaiting a result from the measures taken for the immediate release of captives, and repeats the affirmation already made that the Chinese Government will be held responsible for the lives of foreigners who are in the hands of the Brigands, and has decided to claim heavy progressive indemnities for every twenty-four hours delay in the liberation of captives, beginning at midnight on May 12th."

## PHILIPPINE INDEPENDENCE CAMPAIGN.

## SENSATIONAL ALLEGATIONS REGARDING BRIBERY OF U.S. POLITICIANS.

MANILA, May 10th.—Intense excitement has been created in political circles by the publication in Washington of a despatch by the *Chicago Daily News*, to the effect that Governor-General Wood will publish the names of United States Senators and Representatives who have received bribes from the funds of the Independence Commission. All the politicians denounce the despatch and brand it as a malicious attempt to injure the independence campaign. Governor-General Wood is not communicative.

## [BY COURTESY OF THE "CHINA MAIL"]

## MALAY STATES COASTAL BOAT BURNED.

## SIX LIVES REPORTED LOST.

SINGAPORE, May 10th.—The *s.s. Yagala* was totally burnt at Singapore.

Six lives are reported to have been lost. The value of the cargo was \$50,000.

[Singapore is a port on the Malay peninsula settled at the beginning of the 19th century by Chinese from Amoy who went under Siamese protection.]

## THE JEHOL SECRET AND THE MONEY FACTOR.

## WU'S CHALLENGE TO FENG TIEN.

Putnam Weale writes on this subject in the *Far Eastern Times* (Peking) as follows:—

The secret of what may be called the Jehol development in the Chinese situation is simplicity itself. About a fortnight ago, as a result of a continuous stream of messages and messengers passing between North China and Mukden on the one hand, and Loyang and Peking on the other, both Marshal Chang Tso Lin and General Wu Pei Fu became convinced that civil war would be renewed and that it was necessary to prepare at once.

The absolute "information" was conveyed to Wu Pei Fu that Chang Tso Lin had no far prepared that a coup was imminent. Wu Pei Fu consequently sent a curt telegram direct to Chang Tso Lin practically challenging him and saying that he was not afraid and would choose his own opportunity (Chi-tui).

With the orders went forth from Loyang to mobilise from Chihbi province against Fengtien, and to make all the necessary deposits from Peking northwards for rapid movement of troops masses through the Kupeikow pass. That is why in advance of the main bodies great quantities of supplies and ammunition have gone forward to the left of Jehol, and the Chihbi "front," and that is why the outposts of the Chihbi and Fengtien troops are in sight of one another along practically all important sections of the provincial boundaries.

## LAST YEAR'S HISTORY.

To understand why Jehol should have been picked upon it is necessary to understand last year's history. Then President Hsu Shih-chang having, through his apathy and doubtful diplomacy worked himself into an untenable position both internally and externally appealed to both Chihbi and Fengtien to save him. Armies consequently were set in motion from both sides, and collided heavily at Chang Hsing Tien on the Peking-Hankow line. The Fengtien troops, having entrenched, were in a supposedly invulnerable position which Wu Pei-fu, who is a good enough soldier, soon understood. By the use of diplomacy, however, he got two things done: he induced all the Chihbi forces in and around Peking at an all-night council to decide that they would intervene on his side, and he openly bought for \$250,000 the commander of the 18th Division, who was in line on Chang Tso Lin's side, so that these troops were suddenly withdrawn leaving a gap. Chang Tso Lin, apprised of the trap that was being prepared, gave orders to suddenly for a complete retreatment all along the line, and with the exception of twenty thousand men or so he managed to draw off his whole force to the North of Tientsin where they finally gave battle at Shanhaiwan. All ending through ammunition exhaustion in an armistice signed on a British Cruiser. There is therefore to-day only an armistice between the two leaders of last year's war, the last phase of which was the commencement of a wide flanking movement on the part of Wu Pei Fu via Jehol which had not developed very far. We are thus seeing a reversion to last year's last phase.

## THE MONEY FACTOR.

It is idle therefore for official denials to be issued in Peking since this struggle has little or nothing to do with the Central Government which is to-day mainly a ceremonial government. The main problem is not to deny or affirm but to see how the struggle can be stopped since it will be of no earthly benefit to anyone no matter who is the victor and who the vanquished.

The way to stop the threatened war is as simple as the rest. The Peking Government must have money if it is to survive. The Four Powers are recognising none too soon that this is so. Negotiations are proceeding and have taken a not unfavourable turn. But the Chinese people will explode in rage at any accommodation given now that does not take into account the Jehol tangle, and which does not provide for proper steps to make impossible a conflict which cannot be localized in the extra-mural districts, but which will spread everywhere if it starts.

What are the right steps? First, a public declaration from the Peking Government that concentration of troops on the Chihbi frontier will be stopped forthwith; the men who have gone forward to be returned to their original stations at once. Second, a public pledge from General Feng Yu Hsiang that he will not move his troops and that he guarantee the neutrality of Peking. Third, the dispatch of competent foreign observers at once to the Jehol districts to make an independent examination and report back to the Legations concerned, so that there can be no question of subterfuge or trickery later on by local commanders. The life of the Chang Shao Tseng Cabinet is extremely uncertain and there is even possibility that unless this is done there will be a new administration before the month is out; therefore every care should be taken that an arrangement made with one government will not be repudiated by the next under the plea that circumstances have changed. Given intelligent foreign action at this juncture with automatic stoppage of all bank advances directly the political truce is broken, then it can be taken as a moral certainty that there will be no fighting.

## WOMEN AND THE BAZ.

The results of the examination of students of the King of Court, held in March, under the direction of the Council of Legal Education, do not contain the names of any women students who passed the final examination. Seven women, however, passed in different subjects: Joan Clarkson in Roman Law (3rd class), Lillie Agatha Moore in Constitutional Law and Legal History (2nd class), Jessie Irene Wall (1st class), and Ida Mary Southwell Keely (3rd class) in Criminal Law and Procedure, and Emily Frost (1st class), Lillian Mabel Snow (2nd class), and Gladys Evelyn Staley (2nd class) in Real Property and Conveyancing.



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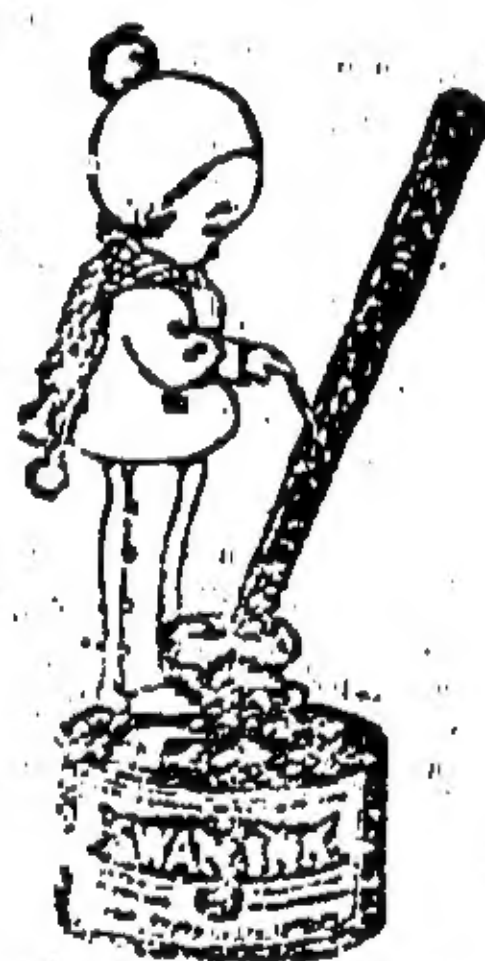
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SPIRITS OF THE CENOTAPH  
FACES ON AN ARMISTICE DAY  
PHOTOGRAPH.

["DAILY EXPRESS" CORRESPONDENT.]

New York, April 7th.

Tense scenes occurred at Sir A. Conan Doyle's lecture last night at the Carnegie Hall when what Sir Arthur claims are "the greatest spirit photographs ever taken" were exhibited.

These photographs were taken at the Cenotaph in Whitehall during the "Great Silence" on Armistice Day. When they were thrown on the screen last night faces in such a mass as to resemble a cloud bank, were seen above the bare heads of the crowd.

These faces, Sir A. Conan Doyle declared, were the spirits of dead soldiers which had returned to participate in that solemn ceremony.

## WOMAN'S SHIRK.

Women in the audience sobbed. One of them shrieked out, "Oh, don't you see them? The spirits! The spirits!" Many others showed strong emotional excitement.

The New York Times states that the pictures were "so eerie, so weird, so supernatural, that they impressed even scoffers."

It was explained that the pictures were taken by Mrs. Dean, an English medium, but that a group of mediums had been placed in the crowd to attract the psychic forces, and the camera was focused just above their heads.

The first picture, a photographic snapshot, showed in the foreground a small blur, which Sir Arthur said was the psychic forces gathering strength.

A second photograph taken with a two minutes' time exposure showed the foreground almost obscured by "ectoplasmic" matter. The crowds bent in prayer were, however, visible in the background, while a cloud above was studded with a great number of heads of men with grim, strained expressions, some of them faint, some marked out distinctly. Only the heads appeared.

## JUDGE'S OPINION.

Mr. Hereward Carrington, the psychic investigator, who has been chosen one of the judges in the forthcoming Scientific American contest, says that he cannot hold the Cenotaph pictures to be beyond the possibility of deception.

"I had a sitting last summer with Mrs. Dean in London to make photographs," he said. "I took every precaution, and examined everything. I had my own marked plates, removed them from the camera, and developed them myself. There were no portraits on the plates. I got nothing but a lot of curious lights and marks."

"I had another sitting with William Hope, and got a woman's face. I did not recognise it, but it returned again and again on different plates. There were also the same unintelligible lights and marks."

"I am inclined to believe that some genuine psychic photographs have been obtained, but rarely. Most of the photographs taken have been shown to be frauds. Genuine cases are scattered among hundreds of 'fakes.'"

## GENUINE!

Sir Arthur claims that the plates were developed under conditions which made fraud impossible.

There are widespread differences as to the genuineness of Sir A. Conan Doyle's Cenotaph photographs. Sir Arthur proclaims that he has seen further spirit pictures, even more startling than the Cenotaph photographs.

Believers who saw the Cenotaph photographs say that the heads above the crowd might well be those of soldiers just passing through death, because of their grim, determined appearance as of men going through a new ordeal.

## PRIMITIVE WOMAN.

Some of our moralists are fond of indicting the age for its use of cosmetics. We are indeed regard the modern dame with horror because she takes no shame to aid Nature with art. It was Jezebel, we are reminded, who painted her face. But the very antiquity of the example should have warned the censors that the use of such adornments is not peculiar to the women of our time. Now we find one of his Majesty's inspectors of schools taking pains to point out to a conference of teachers that rouge is not the vicious product of an idle civilization, but an invention of mankind's innocent youth. The ladies of the Stone Age, he argued, must have used rouge, for it has been found preserved in the hollow of stag-horns, which plainly served as the dressing-case or make-up box of the period. Doubtless, powder-puffs would also have been found for the susceptibility of the material to decay. The evidence is, perhaps, not such as would procure a conviction in a court of law. A believer in the perfect innocence of primitive woman might argue first that there is no proof the red stuff in the horn was used to paint any face, for it may be from a Stone Age artist's colour box, and, secondly, that if it is a cosmetic it may have been from a man's dressing-table, for though the painting of the face be with us a feminine privilege, in the best savage society men much affect that method of decoration. But a slight familiarity with the manners and customs of the uncivilised world will assure us that it is probable the neolithic ladies did rouge. We cannot find a race so primitive that it does not delight in changing the colours and even the shape of the body. The painted face, the tattoo devices, the distortion of nostril and ear and lip are all inventions of the savage, not of the civilised. Some of them civilisation has agreed to abandon or to practise with such moderation that they are not excessively conspicuous. Our moralists should bear in mind that at no period of which we have any record has there been lack of censure and satire of the efforts of the fair to please the eye. We make no doubt that if the archaeologists could discover and decipher what the Puritans of the Stone Age thought of the Lydia Languishes of their caves it would be as severe and as full of comparisons with the good old times as any modern diatribe. We see the dressmakers reproducing, on modern forms the fashions of Tutankhamen's Court. We know that the ladies of old Egypt wore wigs of elaborate art. And we do not doubt that the distant ancestors of Addison in the caves of Altamira and the Dordogne jibed more or less delicately at the blushing cheeks of those whom he would have called Picta—Daily Telegraph.

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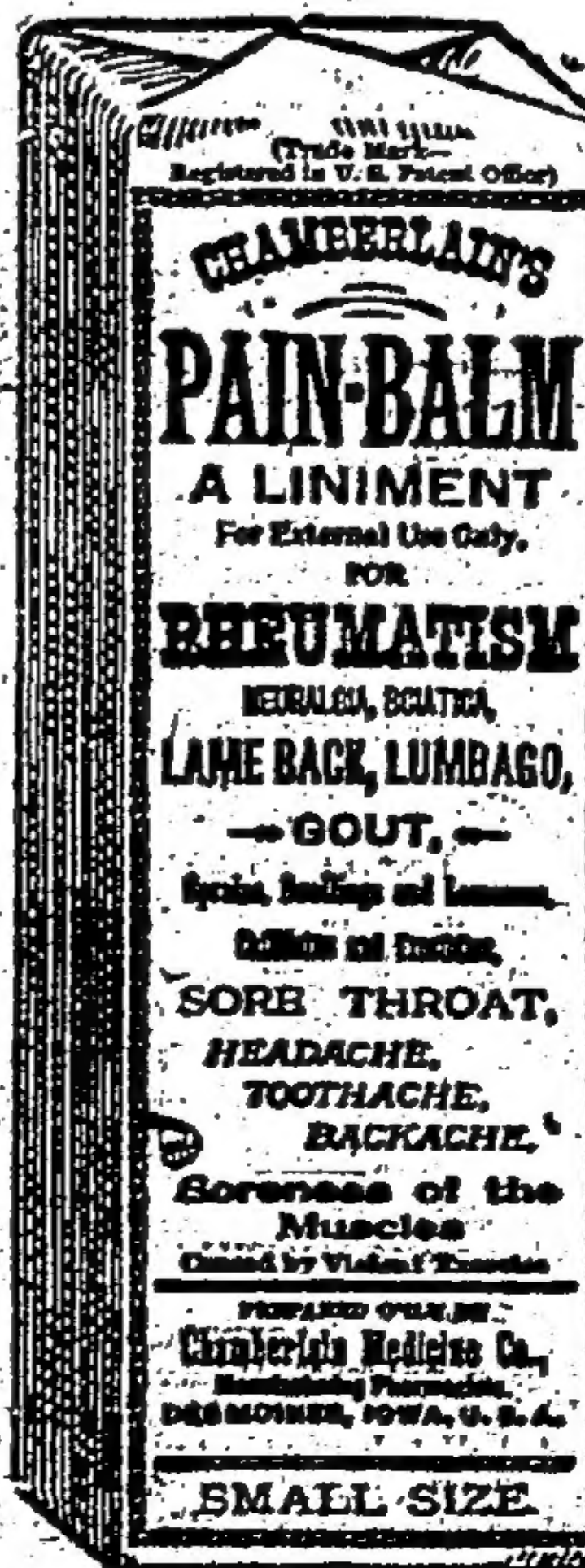
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### TROTSKY'S AIR-FLIGHT. PLANS FOR BIG WAR FORCE

The Bolshevik newspapers are now inundated with authoritative articles on the Red Air Fleet, says a Moscow despatch.

Since March 1st the official *Pravda* has been Red Fleet and little else. Its front page is occupied by a big standing appeal for a national subscription in favour of the Red aviation, and the advertisement is ornamented with a picture of an aeroplane in flight.

Trotsky, the War Commissary, appeared in print both in *Pravda* and *Pravda* with a two-column article on the same subject on March 26th. "What we want," he writes, "is not an agitation in favour of an air fleet but a fleet itself—numerous and technically perfect."

Airmen, he adds, should enlighten the public regarding an Air Fleet instead of merely appealing to them. This work of enlightenment has now been begun by a new association called "The Friends of the Red Air Fleet."

Trotsky thinks that the commercial side of aviation should first be developed, for success on the commercial side would facilitate the formation of a great war fleet. He points out that not only the trusts and banks, but also the Ministry of the Interior, the Post Office, and other Government Departments would be benefited financially by new aeroplane routes connecting the various parts of Russia.

#### WORKERS MADE TO PAY.

Trotsky still tries to pose as a born-again son of toil, but he never had the proletarian psychology, and it is sheer nonsense to say that his class interest is the same as that of the ordinary working man. If it were, he would resent, as all working men in Government employ here do, the deduction being made from their wages without their consent, of a subscription for this precious Red Fleet. It is inconsistent of the Bolsheviks who nationalised all money five years ago, to start circulating the hat now among the people whom they then robbed.

It is surprising how many books and pamphlets about aviation are being printed in Russia. The official organ of the Red Flying Corps contains in its latest issue an article on "Russia's First Aerial Port" and another on the Russo-German Air Service.

The Croydon of Moscow can be reached by tramway-car from the Kremlin, the Bolshevik headquarters, in half an hour. It was laid out during the war. It is being used as an aviation school and a terminus for the Konigsberg-Moscow and the Moscow-Kharkoff services. It has been considerably enlarged and improved and an electric signalling apparatus has been built for use at night and in foggy weather.

#### THE HAND OF GERMANY.

The Russo-German Company, known as the "Derluft," was formed in November, 1931, at the instance of the Soviet Trade delegate in Berlin. Its formation was due to the Bolshevik Government's desire to keep in close touch with Berlin and to send official documents thither quickly and safely.

At the head of the "Derluft" are two directors, one named by the German financial group and one by the Russian Government. Controlling the work of the organisation is a Supervisory Soviet, partly German and partly Russian. The "Derluft" has 40 Fokkers, F-3, with Rolls-Royce engines of 360-h.p.

Regarding all this the official organ of the Red Air Fleet says:

"In the Derluft we see, for the first time since the end of the war, close co-operation between Russian and German technical skill; and from that point of view, the experiment is extremely interesting. Out of the 44 aviators 28 per cent. are Russians."

The "Derluft" is going to establish a series of new lines during the next few weeks, one line from Petrograd to Riga, in 5 hours, and one between Berlin and Kharkoff, in 30 hours. For technical reasons, we are told, the latter line must pass through Moscow, so that the route will be Berlin-Konigsberg-Moscow-Orel-Kharkoff. The "Derluft" has also proposed to the Soviet Government to run a bi-weekly service Moscow-Tashkent by way of Ufa, Samara, and Orenburg, 1,500 miles, in 30 hours.

### SCIENTIFIC RESEARCH. NEW WORK ON STEEL

At the annual dinner of the Association of Engineers-in-Charge, at the Holborn Restaurant on April 7th, Captain H. Ball Sankay, proposing "Research and Practice," referred to the work of Hertz and Edison which laid the foundation of wireless telegraphy, and said the rubbing of cat's skin in amber was the foundation of electrical work to-day. It was not many years since steel was made by rule of thumb and one would have been laughed at if he suggested that it could have been done otherwise. A research into aluminium alloys had led to a new research on steel being started. It would cost about £5,000, and had been made a joint research between the Mechanical and Civil Engineers and several other societies, the Royal Society being the father of the whole. (Cheers.)

Mr. F. Gill (president of the Institute of Electrical Engineers), in response, spoke of the tremendous strides in recent years as the result of telephone research. Twenty-one years ago it was only possible to speak about thirty miles by cable and 400 miles by open wire; now one could speak about 4,000 miles over the cable and certainly 10,000 miles over an open wire. The voice could be repeated twenty-three times, and yet be perfectly recognisable at the far end. These things were saving more than £10,000,000 a year. A few months ago a speech was "wireless" from New York to this country, and the energy put into the transmitting gear was magnified 10,000,000 times. He did not believe there was any other system of magnification on such a scale giving a recognisable result. He did not think we spent enough money here on research. There was no limit to the profit we could get out of it, but, apart from profit, it meant a lessening of human effort and an increase in health and happiness.

Speaking in the Prussian Diet, Herr Severing, Minister of the Interior, openly accused General Ludendorff of being concerned in the recently discovered plot to set up a military dictatorship in Germany.

### THE WONDERFUL RECORD OF THE STOMACH AND LIVER TONIC MOTHER SEIGEL'S SYRUP.

However you regard it, the fifty years' record of Mother Seigel's Syrup is truly wonderful. Is it not remarkable that, after half a century, Mother Seigel's Syrup should still be the best as well as the cheapest remedy for digestive disorders?

Is it not wonderful that, after fifty years, no other remedy should have been discovered which is half so good for weak or ailing stomachs or for sluggish liver or inactive bowels? Is it not wonderful that there is scarcely a hamlet in any English-speaking part of our Empire where Mother Seigel's Syrup is not regarded as a tried and trusted friend? Is it not a wonderful record that Mother Seigel's Syrup has been used successfully in more cases of pains after eating, flatulence, water-brash, headache, biliousness, and constipation than any other medicine in the world?

Is it not remarkable, too, that in spite of the large increase in the cost of nearly everything worth having, the price of Mother Seigel's Syrup still keeps this medicine the cheapest old-established and reliable remedy for indigestion that you can buy?

Now you may ask, What is the reason for the wonderful success of this world-famous preparation? The reason is simple. Digestive disorders, and all their symptoms, arise in the first place from a disordered state of the stomach, liver and bowels, and the reason Mother Seigel's Syrup is so successful in banishing and preventing these troubles, is that it acts directly, but gently upon these important organs.

Mother Seigel's Syrup contains medicinal extracts of roots, barks and leaves which, in combination, have a remarkably beneficial effect in toning up and strengthening the stomach, and in regulating and stimulating the action of the liver and bowels. Thus it restores these organs to efficiency, so that they are able to do their digestive duties easily and naturally, and when this is so, you will relish and digest your food and have no further discomfort after eating it.

The help that the Syrup thus gives to your digestive organs ensures the perfect assimilation of the food you eat and this, affected indigestion with its kindred ailments, biliousness, flatulence, constipation and headache, become impossible. As a result of this happy change, you will obtain fresh stores of energy and strength, feel well, look well, be well and keep well.

Success breeds imitation, and there are many so-called substitutes for Mother Seigel's Syrup, but not one of them contains the combination of more than ten herbal extracts upon which the restorative and remedial value of Mother Seigel's Syrup depends. Therefore be sure you get the genuine Mother Seigel's Syrup—the remedy of world-wide repute, the remedy which has such a wonderful record as a stomach and liver tonic. Put it to the test yourself and cease to suffer. For travellers and others who prefer their medicine in tablet form, Mother Seigel's Syrup is issued in tablet form, R. 303.

When in doubt about your eyes  
or your glasses  
Consult  
**CHINESE OPTICAL CO.**

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL.

Hongkong.

THE NEW PERSON REMEDY.  
**THERAPION No. 1**  
**THERAPION No. 2**  
**THERAPION No. 3**

SOLE IMPORTERS: H. & F. CHONG & CO., LTD.  
10, LAURENCE ROAD, HONGKONG.  
Sole Importers of all the best known  
and most reliable Remedies for  
all the common ailments of the human body.  
Sole Importers of all the best known  
and most reliable Remedies for  
all the common ailments of the human body.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILING	SUBJECT TO ALTERATION.	
SHANGHAI via SWATOW	"WATSHING"	Sunday, 13th May, Noon.
BANGKOK via SWATOW	"KWAISANG"	Monday, 14th May, Noon.
SHANGHAI via SWATOW	"TINGSANG"	Tuesday, 15th May, Noon.
STRAITS & CALCUTTA	"NAMSANG"	Tuesday, 15th May, 3 p.m.
TIENTSIN	"CHEONGSHING"	Thursday, 17th May, Noon.
SHANGHAI via SWATOW	"TUNGSHING"	Thursday, 17th May, Noon.
HAIPHONG via HOIHOW	"KEESANG"	Friday, 18th May, 10 a.m.
SHANGHAI via SWATOW	"WONGSANG"	Friday, 18th May, Noon.
MANILA	"YUENSANG"	Friday, 18th May, Noon.
Kobe via MOJI	"FOOKSANG"	Friday, 18th May, Noon.
Kobe via MOJI	"LAISANG"	Friday, 18th May, Noon.
SANDAKAN	"HINSANG"	Saturday, 20th May, 3 p.m.
STRAITS & CALCUTTA	"HOSANG"	Wednesday, 20th May, 3 p.m.

**CAITITA LINE**—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

**SHANGHAI LINE**—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Callings approximately weekly for passengers and cargo calling at Hongkong when convenient.

**BAIFONG LINE**—Fortnightly sailings to and from Bangkok by two 5,000-ton steamers, "HISEANG" and "MAOESANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kaiti, Jersich, Labuan, Taiwan and Labad Date.

**TIENTSIN LINE**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihsui and Chafes.

**BANGKOK LINE**—A weekly service is provided between Hongkong and Bangkok, via Swatow. By the steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about  
Tuesday, 15th May, at 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA.

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SWATTENHAM and DUTCH EAST INDIES.

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GENERAL MANAGER.

TELEPHONE: CENTRAL No. 15.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leave Hongkong	Discharges
"GLENABERRY"	15th May	"GLENOGLE"	15th May	Rotterdam and Hamburg.
"GLENARA"	4th June	"GLENARIFFE"	25th May	Genoa, London, Rotterdam and Hamburg.
"GLENIFFER"	18th June	"GLENAMOY"	1st June	London, Rotterdam and Hamburg.
"CARNARVONSHIRE"	2nd July			

Movements are subject to change without notice.  
For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.**

**The Glen Line, Ltd.** AGENTS.

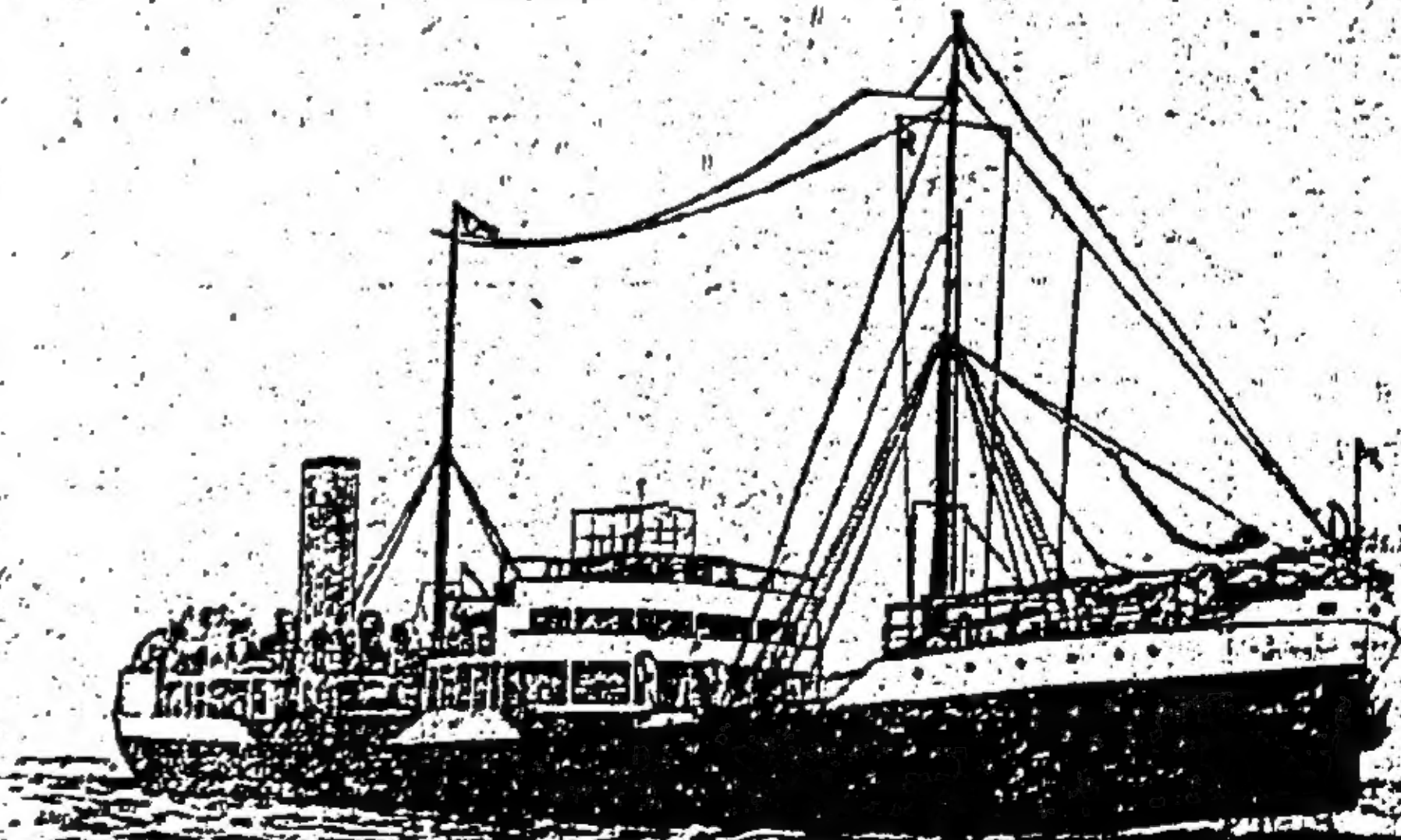
Telephone: Central No. 215 sub-ex. 12 and Central 2888.

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TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

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**OIL TANK STEAMER "PALUDINA"**

437'0" x 53'1" x 31'0" x 8,400 tons d.w. x 2,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCK to the order  
of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS  
to the same order.

Please address enquiries to the Chief Manager:

**R. MDYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.**



## SHIPPING NEWS

## ARRIVALS.

May 10th.  
*Engle*, Chinese str., 865 tons, Capt. S. Sano, from Weihaiwei, with a general cargo.—Ching Kee.  
*Hermelin*, Norwegian str., 1,164 tons, Capt. Th. Davidson, from Bangkok, with a general cargo.—Thoresen & Co.  
*Kiangsu*, British str., 1,555 tons, Capt. N. H. Leitch, from Bangkok and Swatow, with a general cargo.—B. & S.  
*Norfolk*, American str., 4,930 tons, Capt. Burk, from Manila, with a general cargo.—Pacific Mail S.S. Co.  
*Reims*, French str., 317 tons, Capt. A. Moutan, from Hoihow, with a general cargo.—Tai Woo & Co.  
*Taihua*, Chinese str., from Canton.  
*Werra*, German str., 5,527 tons, Capt. M. Spangenberg, from Shanghai, with a general cargo.—Robert Doller & Co.  
 May 11th.  
*Cheng Yee*, Chinese str., from Canton.  
*Hainan*, British str., from Canton.  
*Hsinpingan*, Chinese str., from Macao.  
*Hwah Hin*, Chinese str., 992 tons, Capt. J. Freeman, from Bangkok, with a general cargo.—Kin Yee Long.  
*Zi. St. Lambert*, French str., 3,558 tons, Capt. Filippi, from Taingtau, with a general cargo.—Messageries Maritimes.  
*Phu Yang*, British str., 1,022 tons, Capt. H. C. Kiddle, from Hoihow, with a general cargo.—Cheong Yue S.S. Co.  
*Sunli*, Portuguese str., 440 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo.—Po On S.S. Co.  
*Torilla*, British str., 3,180 tons, Capt. J. S. Reddock, from Yokohama and Amoy, with a general cargo.—Mackinnon, Mackenzie & Co.  
*Yatsuhiko*, British str., 1,484 tons, Capt. N. W. van Corlandt, from Bangkok and Swatow, with a general cargo.—J.M. & Co.

## CLEARANCES.

May 10th.  
*City of Florence*, for Manila.  
*Ho King*, for Canton.  
*Liangchow*, for Canton.  
*Sinking*, for Canton.  
*Werra*, for Singapore.  
 May 11th.  
*Amherst*, for Hoihow.  
*Chipping*, for Tientsin.  
*Engle*, for Canton.  
*Haiyang*, for Swatow.  
*Haiyang*, for Canton.  
*Huph*, for Newchwang.  
*Long Sang*, for Manila.  
*St. Lambert*, for Saigon.  
*Nam Wah*, for Canton.  
*Newchwang*, for Canton.  
*Wishama*, for Hongay.  
*Prominent*, for Canton.  
*Sunli*, for K. C. Wan.  
*Taihua*, for Shanghai.  
*Taiyang*, for K. C. Wan.  
*Typhoon*, for Billiton.  
*Yangtsing*, for Hoihow.

## SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Bangal Maru* (Calcutta line) left Singapore for Hongkong on May 10th, and is expected here on May 17th.

## VESSELS EXPECTED.

*Aki Maru* (N.Y.K.), due May 25th.  
*Akita Maru* (N.Y.K.), due May 14th.  
*Angers* (M.M.), due May 22nd.  
*Atsuta Maru* (N.Y.K.), due June 9th.  
*Awa Maru* (N.Y.K.), due May 21st.  
*Diomed* (Blue Funnel), due May 25th.  
*Empress of Canada*, due May 20th.  
*Genoa Maru* (N.Y.K.), due May 15th.  
*Iyo Maru* (N.Y.K.), due May 15th.  
*Katori Maru* (N.Y.K.), due May 21st.  
*Muroran Maru* (N.Y.K.), due May 27th.  
*Myrmidon* (Blue Funnel), due May 14th.  
*Phenix* (Blue Funnel), due May 17th.  
*Tango Maru* (N.Y.K.), due May 16th.  
*Teiresias* (Blue Funnel), due May 31st.

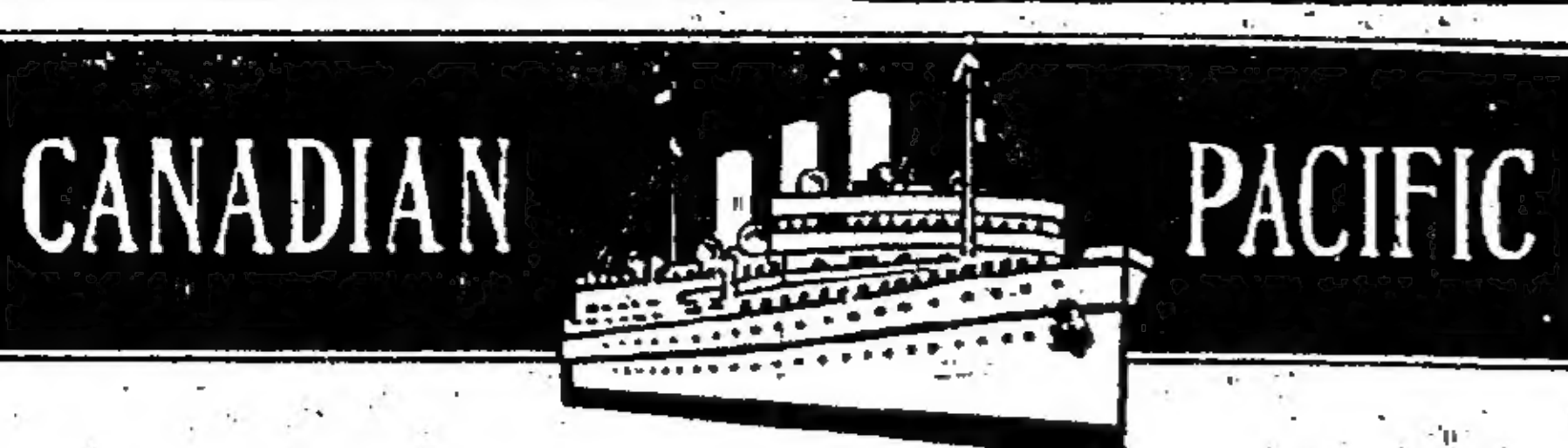
## CHURCH SERVICES.

**ST. JOHN'S CATHEDRAL, Hongkong.**—12th May, 1923, 5th Sunday after Ascension.  
 Holy Communion (8 a.m.); Matins (11 a.m.); Responses, Psalms; Venite, No. 19 (Lupton); Psalms, 93, 139, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

**FIRST CHURCH OF CHRIST, SCOTCHES.**  
 MacDonnell Road, below Bowen Road, Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.45 p.m. [183]

## LONDON SELLING AGENTS

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**THE BRISTLES**  
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**THE COTTON WOOL**  
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**THE GENERAL**  
**PRODUCE**  
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## HOME VIA CANADA

## Hongkong to England

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From Hongkong	Due Vancouver	From Outside	Due England
Empress Asia	May 17 June 4	Montcalm	June 1 June 8
Empress Canada	June 2 June 18	Empress Scotland	June 9 June 15
Empress Russia	June 14 July 2	Empress France	June 23 June 29
Empress Australia	June 29 July 18	Empress Scotland	July 7 July 14
Empress Asia	July 12 July 30	Montcalm	July 27 Aug. 3
		Empress Scotland	Aug. 4 Aug. 10

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily  
 Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

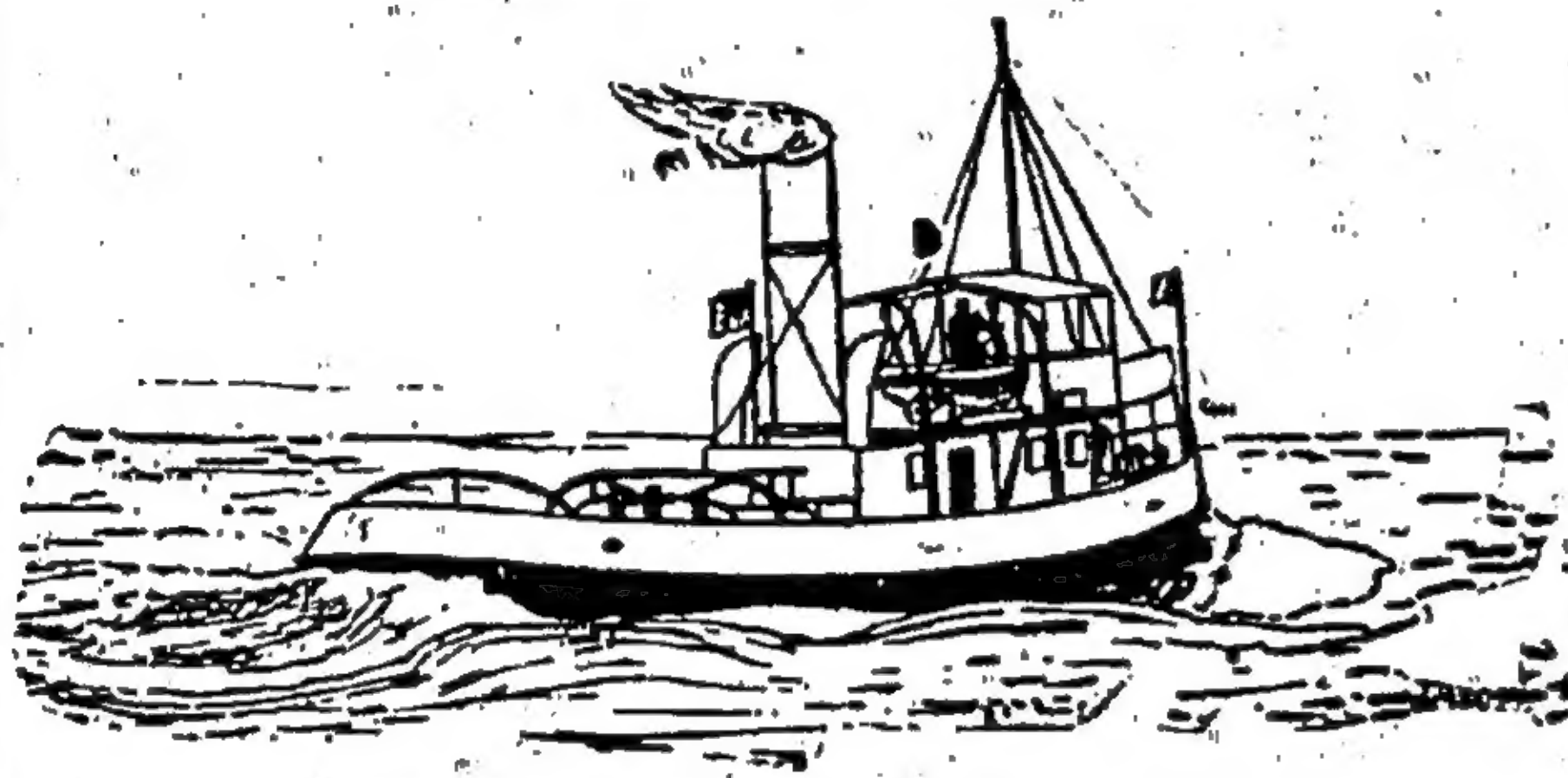
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Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

## OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Emil Kirdorf	9,000 tons	Middle of June
*Fischer	12,300 tons	Beginning of July
*Albert Vogler	9,000 tons	
*Carl Legien	9,000 tons	

## HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Adolf von Bayer	9,000 tons	10th June
*Emil Kirdorf	9,000 tons	calling at Manila.
*Fischer	12,300 tons	Middle of July
*Albert Vogler	9,000 tons	Beginning of August
*Carl Legien	9,000 tons	

\*These steamers are fitted with all comfort for the convenience of about 50 first class passengers.  
 † Cargo boat.

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(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

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12th May, 1923.

1st Class Fare to Singapore: \$100.

This vessel offers excellent cabin accommodation for saloon passengers.

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Telephone Central No. 1574

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Through Bills of Lading issued to all ports and common points in U.S.A. and Canada. Through passage rates to Europe via America. G. \$435, G. \$450, G. \$500.

ITO MARU (calling Keelung) ... Saturday, 19th May.  
 SHIZUOKA MARU ... Monday, 4th June.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KITANO MARU ... Wednesday, 23rd May.

HAMBURG via LONDON & ROTTERDAM

DAKAR MARU ... due 1st half June.

LIVERPOOL via MARSEILLES & VALENCIA.

TATSUNO MARU ... due 2nd half June.

SYDNEY & MELBOURNE via Manila, &c.

ART MARU ... Saturday, 26th May.

TANGO MARU ... Wednesday, 30th June.

NEW YORK & BOSTON via PANAMA.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

KAWACHI MARU ... Middle June.

BOMBAY via Singapore and Colombo.

AKITA MARU ... Tuesday, 15th May.

OLAUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Tuesday, 15th May.

PENANG MARU ... Monday, 21st May.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 17th May.

SHANGHAI KOBE & YOKOHAMA

KEIFUKU MARU ... Tuesday, 15th May.

KATORI MARU ... Tuesday, 22nd May.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Central No. 291 & 292. E. H. KAMEI, Manager.



## Yamashita Steamship &amp; Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

## REGULAR FREIGHT &amp; PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—

S. MITARAI, Agent.

No. 37, Bonham Street, West. Top Floor, King's Building.

Tel. Central No. 155. Tel. Central No. 140.

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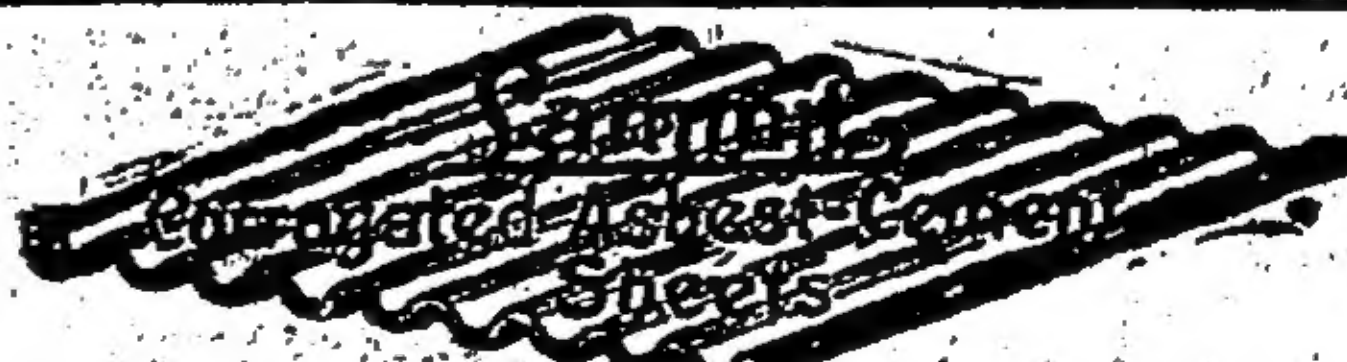
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TOKYO, JAPAN

SOLE AGENTS

MITSUBISHI KAISHA LTD.

HONGKONG.



The Ideal material for Hot climates.  
 For roofs, partitions & ceilings.

It is light & strong.  
 It does not conduct heat.  
 It is practically indestructible.  
 It does not rust or corrode.  
 It is insect & vermin proof.

We carry large stocks and shall be pleased to quote prices and give you particulars.

SOLE AGENTS—

DODWELL & CO. LTD.

Telephone C. 1030.

Machinery Dept.

## WEATHER REPORT.

May 10th at 12.15.—Warning to Hongkong Coast Ports, &c.—Depression or typhoon in Lat. 18 deg. N. Long. 115 deg. E. filling up position uncertain.

May 11th at 11.23.—Pressure has increased slightly in western and south western districts. It has decreased slightly over central Japan. A feeble anticyclone is central near Shanghai and a V-shaped depression is shown over S.W. Japan.

The typhoon in the China Sea has filled up. Hongkong rainfall for the 24 hours ending at 10 a.m., 11th May, 0.0 inch. Total since January 1st, 10.41 inches, against an average of 14.16 inches.



**"ELLERMAN LINE"**

(ELLERMAN &amp; BUCKNALL, S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

## OUTWARDS.

CITY OF MANCHESTER" 9th June... Shanghai, Kobe &amp; Yokohama.

## HOMEWARDS.

CITY OF TOKIO" 5th June... Marseilles, London &amp; Hamburg.

## PASSENGER SERVICE.

CITY OF TOKIO" 5th June... Marseilles, London, A.werp. &amp; Hamburg.

CITY OF MANCHESTER" 2nd half July... Marseilles, London &amp; Hamburg.

CITY OF TOKIO" "C" CLAS STEAMER—Fares: Hongkong-London... £25.0.0.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 750)

HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

## "BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

## AMERICAN &amp; MANCHURIAN LINE

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Sailings from Hongkong.

EURYLOCHUS" ... via Suez Canal ... 15th May.

CITY OF BIRMINGHAM" ... via Suez Canal ... 25th May.

DANFA" ... via Suez Canal ... 5th June.

CITY OF PITTSBURGH" ... via Suez Canal ... 15th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE &amp; SONS, LTD.)

HONGKONG AND CANTON HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

## M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Fr. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable return from Hongkong to Marseilles.
ANDRE LEBON	—	—	14th May
AMBOINE	—	—	29th May
CORDELLERE	8th April	11th May	12th June
ANGERS	20th April	22nd May	26th June
CHILLI	4th May	3rd June	10th July
PORTHOS	18th May	17th June	24th July

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance.)

A CLASS 1st Class ... £ 25.0.0. B CLASS 1st Class ... £ 20.0.0.

STEAMERS 2nd ... £ 18.0.0. STEAMERS 2nd ... £ 15.0.0.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

LT. ST. LOUBERT-BIE" loading for HAVRE, ANTWERP &amp; DUNKIRK, about 11th May.

MEINAM" loading for HAVRE, ANTWERP &amp; DUNKIRK, about 30th May.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 12, QUENEN'S BUILDING.

CONSIGNATION—TRANSHIP—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAICHING	Capt. J. S. Thomson	Tuesday, 15th May, at 1 p.m.
HAIBERG	Capt. W. G. Farnham	Friday, 18th May, at 1 p.m.
HAIFONG	Capt. Ellis Walker	Tuesday, 22nd May, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Bluff Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK &amp; CO.,

General Managers.

## JAPAN COAL

AND GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR—THE MITSUBISHI MARINE &amp; FIRE INSURANCE CO., THE OSAKA MARINE &amp; FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO

30, 14, PEDDER ST., HONGKONG.

**P. & O., British India Apcar and Eastern & Australian Lines**

(COMPANIES incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, SOYIS, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

SS.	Tonnage	From Hongkong (about)	Destinations
"KASHGAR"	8,000	16th May, 4 p.m.	Marseilles, London & Antwerp.
"BYANZA"	7,000	30th May	Marseilles, London & Antwerp.
"SOUHAN"	6,700	13th June	Spore, Penang, Colombo & Bombay.
"LAHORE"	5,253	12th June	Spore, Colombo & Bombay.
"SARDINIA"	4,580	13th June	Marseilles, London & Antwerp.
"DELTA"	4,097	27th June	Bombay, Mars. Lion & Antwerp.
"SICILIA"	6,813	28th June	Spore, Penang, Colombo & Bombay.
"MALWA"	10,341	11th July	Bombay, Mars. Lion & Antwerp.
"DEVANHA"	8,098	25th July	Marseilles, London & Antwerp.
"SOUHAN"	6,700	26th July	Spore, Penang, Colombo & Bombay.
"KHIVA"	8,017	8th Aug.	Bombay, Mars. Lion & Antwerp.
"KASHMIR"	8,841	22nd Aug.	Marseilles, London & Antwerp.
"MACDONALD"	10,513	5th Sept.	Bombay, Mars. Lion & Antwerp.
"DONGOLA"	8,056	19th Sept.	Bombay, Mars. Lion & Antwerp.
"MANTUA"	10,902	3rd Oct.	Bombay, Mars. Lion & Antwerp.

## BRITISH INDIA - APCAR SAILINGS

"TORILLA"	5,205	13th May, 1.30 p.m.	Calcutta via Singapore & Penang.
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	2nd June	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—  
 The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN

"CHAKRATA"	5,683	17th May	Kobe only.
"DELTA"	6,700	30th May	Shanghai, Moji, Kobe & Yokohama.
"SOUHAN"	8,097	24th May	Shanghai only.
"DEVANHA"	8,082	2nd June	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
 Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting on the carrying steamer.

First-class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

SS.	For BOSTON and NEW YORK
"EASTERN PRINCE"	on or about 13th May.
"ROMAN PRINCE"	on or about 11th June.
"GAELIC PRINCE"	on or about 1st July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,  
 (Incorporated in Great Britain)  
 21, George Street, HONGKONG.

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, BUTTERFELD &amp; ANTWERP—Monthly direct

service via Singapore, Colombo, Suez and Port Said.

RIO DE JANEIRO, SANTO, &amp; BUENOS AIRES—via Saigon, Singapore, Colombo, Port Said and Capetown—Passenger Service.

PANAMA MARU—Friday, 1st June

BOMBAY—fortnightly service via Singapore and Colombo.

BOMATHA MARU—(sailing at Penang) Monday, 5th May

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly Passenger Service

KISHU MARU—Friday, 1st June

CALCUTTA—Monthly Service via Singapore and Colombo.

VICTORIA, BRATTLE, TACOMA &amp; VANCOUVER—via Shanghai and Japan Ports—taking cargo to OVERLAND PORTS U.S.A. &amp; CANADA—Passenger Service.

AFRICA MARU—Wednesday, 16th May

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

HAMBURG MARU—Saturday, 7th July

JAPAN PORTS—Shanghai, Dairen, Kobe &amp; Yokohama.

ATLAS MARU—Monday, 28th May

KEIFUNG—TWO OF AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

KASHI MARU—Every Sunday, Noon.

TAKAO via SWATOW &amp; AMOY.

BOHE MARU—Thursday, 24th May

For sailing dates and further particulars please apply to: N. SHIMA, Manager.

Tel. Central No. 4990.

**C. N. C. CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
NEWCHWANG	"HUPER"	On 15th May, D.L.
NEWCHWANG	"SHANSHI"	On 15th May, 2 p.m.
SHANGHAI & TIENTSIN	"SHANSHI"	On 15th May, 4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 15th May, Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 15th May, Noon.
SWATOW & SINGAPORE	"KAYING"	On 15th May, Noon.
AMOY, SHANGHAI & FUKOW	"KANGHOU"	On 15th May, Noon.
SWATOW & BANGKOK	"KIANGSU"	On 15th May, Noon.
MANILA	"TEAN"	On 15th May, 4 p.m.
AMOY & NINGPO	"KANSU"	On 15th May, D.L.
HONGKONG & SINGAPORE	"CHINHUA"	On 17th May, 11 a.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE  
 Telephone Central 23. (JOHN SWIRE & SONS, LTD.) Agents.

CARGO &amp; PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE, JOHN SWIRE &amp; SONS, LTD., AGENTS.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila, Timor & Aus. Ports
"CHANGSHA"	21st May	26th May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo cooked through to all Australian, New Zealand & Tamsanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE  
 (JOHN SWIRE & SONS, LTD., AGENTS.)  
 Telephone Central No. 38.

## STRUTHERS &amp; BARRY

OPERATING U.S. GOVERNMENT SHIPS.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

ALSO ACCEPTED FOR TRANSFERRING AT SAN FRANCISCO TO VESSEL SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

## TO MANILA, SAIGON, AND SINGAPORE.

U.S.S. "Mura"	Due Hongkong 15th May.
U.S.S. "West Ivan"	Leave Hongkong 16th May.
U.S.S. "Mura"	Due Hongkong 10th June.
U.S.S. "West Ivan"	Leave Hongkong 11th June.

\*Omits Saigon.  
 THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO— STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDU-CHINA-STRAITS & JAVA.  
 1st Floor, Queen's Building, Phone Central No. 3008.  
 U. P. BRADFORD, Res. Agent.

## DODWELL &amp; CO., LIMITED

## REGULAR SAILINGS TO NEW YORK &amp; BOSTON

For NEW YORK &amp; BOSTON via SUEZ

KENDAL CASTLE" ... sailing on or about 2nd June.

WEAY CASTLE" ... sailing on or about 8th July.

## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

FUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

Vessels have accommodation for Saloon passengers.

## FOR BRINDISI, VENICE &amp; TRIESTE

NIPPON" ... sailing on or about 7th June.

FUMME-L" ... sailing on or about 8th June.

## FOR SHANGHAI YOKOHAMA &amp; KOBE.

FUMME-L" ... sailing on or about 31st May.

Passengers' Luggage can be insured at the Office of the Agents.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

UMBINGA" ... sailing on or about 31st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED.

Agents.



